



Well authenticated tradition says the first United States flag, made after the design adopted by Congress June 14, 1777, was made in 1776 by Mrs. Elizabeth Ross of Philadelphia, known as Betsy Ross. This flag was made by hand under the personal direction of General Washington and when completed was used at his headquarters. In the rooms of the Masonic grand lodge at Raleigh, N. C., is an old flag of the stars and stripes design, which was carried by the North Carolina troops at the battle of Guilford courthouse, March 15, 1781. In the state house at Annapolis, Md., is preserved the flag carried by the Third Maryland Regiment in the battle by the Cowpens, January 17, 1781. Another old flag of authenticated history is one which floated over Fort Mifflin the morning of September 14, 1814, when Francis Scott Key wrote "The Star-Spangled Banner." It is preserved in the national museum at Washington. A very old and interesting flag was used by John Paul Jones on the Bon Homme Richard. After the revolutionary war it came into the possession of the Alexandria Washington lodge of Masons and remained in their hall at Alexandria until the hall was destroyed by fire in 1874.



LITTLE STORIES of CITY LIFE

CITY LIFE HAD ITS BEGINNING 25,000 YEARS AGO

THAT men and women with talents like our own, and with high artistic powers were living in the region now known as Southern France and Northern Spain at least 25,000 years ago; that this is the oldest center of human habitation on which we have a complete record, and that the record reaches without a break from the present French villages of the Dordogne Valley far back into the ice age to the dawn of human culture, 10,000 years ago—these are some of the statements that grip one's attention upon the threshold of Professor Henry Fairfield Osborn's remarkable book, "Men of the Stone Age."

The author estimates that the human race began walking upright and using its hands to fashion tools at least 525,000 years ago.

Professor Osborn finds that the 125,000 years during which men used implements of chipped stone represent a complete cycle of human development.

The oldest human relic thus far found in Europe, according to Professor Osborn, is the so-called Heidelberg jawbone. He believes that it was used by primitive man 250,000 years ago, in the second interglacial period, when the straight-tusked ancient elephant, the broad-nosed rhinoceros and the African lion roamed in the German jungles. This human lower jaw was discovered in 1907, 76 feet below the surface of a sandy bluff.

Professor Osborn regards the bone as unquestionably human, yet "not far from the point of separation between the man and the ape." This is all that is known of the bone, which is a human history during that vast period of 200,000 years of mild climate that intervened between the second and third glacial waves.

Professor Osborn holds that the earliest authentic handiwork of man—in the shape of chipped flints—cannot be traced back further than the third interglacial interval. Thus he limited the old stone age to the last quarter of the ice epoch, beginning about 125,000 years ago, and coming down to the neolithic times, about 7000 B. C.

The famous Neanderthal man has now developed into a whole family of specimens, representing a race that flourished from the Baltic to Gibraltar 50,000 years ago. Professor Osborn says the Neanderthal man has been finally established by Schwalbe as the most important connecting link between the existing species of man and the apes.

This race dwelt in Europe for many thousands of years, leaving abundant stone implements to mark its passage, and even a few of bone.

Its disappearance, strangely sudden, seems to have

occurred at the same moment as the arrival of a more talented and advanced race—the Cro-Magnons, so named from the pillage in the Dordogne Valley, where their traces were first discovered.

The Cro-Magnons are the heroes of Professor Osborn's story. They were the famous artists who drew pictures on cave walls. The author believes that the sudden arrival of this race, with the simultaneous blotting out of the Neanderthals, occurred between 20,000 and 25,000 years before our era.

This swift replacement of a lower race by a higher is the most important change that ever occurred in the racial history of Western Europe. The Cro-Magnons belonged to the same species as ourselves. Their fine stone and bone implements and carvings were first discovered in the caves of Aurignac, and their drawings on cave walls in the Pyrenees and Cantabrian mountains are marvels.

BIRDS HEARD, TOO FAR AWAY TO BE SEEN

On September 30, 1894, an astronomer at Sherburne, England, was studying the sun through a telescope. Every few seconds, during the ten minutes he watched, a bird was seen to pass slowly through his field, flying in a southerly direction, but with the naked eye not a bird could be seen.

Our ears really tell us more than our unaided eyes about the day fliers which are traveling far up in the sky. With nothing to turn them from their course, sound waves carry surprising distances either up from the earth or down to it.

Balloons tell us how clearly they can hear voices of people who are scarcely visible to them. So we may hear the notes of passing birds which are traveling at too great a height to be seen. The mellow whistles of certain snipe and plover tell us that they are passing along the birds' airline when it is impossible for us to see them. But, if we answer, we may in time see a black speck in the sky, which responds to our call and finally closes close overhead.

On one occasion in Central Park, New York City, I heard the flute-like call of a yellow-leg snipe, writes Frank M. Chapman in "St. Nicholas," which was migrating high over the city. Perhaps he was calling to some companion in the sky. Certainly there was nothing on the earth to attract him. But, putting my finger to my lips, I whistled a loud imitation of his notes. Quickly he answered. I whistled, again, and soon could see a black dot circling high above me. Larger and larger it grew, louder and more frequent became his cry, and within a minute, much to the surprise of passers-by, the bird was flying anxiously back and forth just over my head. But, unable to find the bird which had called to him, he soon mounted high in the air and continued his journey.

HOW CYRIL JR. NEARLY MADE A HIT WITH MOTHER

SCENE: Any flat at 3:30 p. m.
(Mrs. A., mother of Cyril Jr., is immersed in the latest magazine. She has a box of chocolate peppermints and all the other comforts of home at her elbow.)

Cyril (slamming down his books): She kep' us in. But I didn't do nothin', honest. Good-by.

Mrs. A. (suddenly): Cyril! Where are you going? Cyril (half way to the door): Out to play ball with the boys.

Mrs. A. (firmly): No, you're not, Cyril. You know what your father said. You have to practice a half hour every day before you play.

Cyril (appealingly): Aw ma!

Mrs. A. (stolidly): You heard what I said, Cyril. Go wash your hands.

Cyril (plaintively): An' I caught my finger in the door today at school an' squashed it an' so—

Mrs. A. (alarmed): Squashed your finger! Let me see it, darling.

(Cyril displays the finger, which has a perfectly normal, unquashed appearance.)

Mrs. A. (sternly): I don't see a thing wrong with that finger. Don't try to play on mamma's sympathy, Cyril. Go wash your hands.

(Cyril washes his hands, making as much noise as a school of porpoises indulging in aquatic sports. Still damp, he approaches the piano, bangs up the lid and flops into the chair. Soon sounds more rapid than the dissonances of Schoenberg or the other futurists issue from the keyboard.)

Mrs. A. (fretfully): Cyril, what are you playing? I'm sure that can't be right. And count. Your teacher says you must count.

Cyril (obediently): Wan an'—tue an'—tree an'—

Mrs. A. (jumping up): Don't say "and" all the time. It isn't necessary. Count one, two, three and be done with it. It's most irritating to listen to you, Cyril.

Cyril (explaining): Aw, when you gotta note left over you gotta have a "an" to match it, ma.

Mrs. A. (indignantly): You don't any such thing. Mamma took piano lessons when she was your age. Don't tell mamma things she knows herself, Cyril. She won't have it. Now begin again, I'll stay here and help you. One, two, three, one, two, three—

Cyril (with a winning smile): You got much prettier hands'n my teacher, ma.

Mrs. A. (almost falling for the steer): That's nice, darling. Mamma loves you very much, but go on practicing.

Cyril (anxiously): I guess maybe the pinkie

finger on my left hand must be 'most paralyzed, 'cause I can't hit a note hard with it.

Mrs. A. (impatiently): It isn't paralyzed at all—it's just naturally weak like—

(Suddenly Cyril's hands slip from the keyboard. His head sinks back against the chair. Terror-stricken, Mrs. A. bends over him.)

Mrs. A. (nervously): Cyril! Darling—mother's pet—tell mamma what it is.

Cyril (murmuring faintly): Jus'—natchurally—w-weak, I guess—

Mrs. A. (almost in tears): Mamma'll get you a drink, darling. It'll make you feel better. What do you want, sweetheart—milk or water?

Cyril (very faintly): Cocoa if you don't mind—mamma.

COOK QUITTED WHEN MASTER MADE OMELET

Frenchmen of more than merely aristocratic distinction—authors, artists and scientists—have "yielded to the blinking lure of little pots and pans and the bright beckoning of kitchen fires. But among many who learned to cook a little, or even to cook creditably, there was only one who really became a cook. That was Alexandre Dumas, the elder, and for his qualifications we have the word of his chef, says Youth's Companion.

The chef, M. Edouard, after some months in Dumas' service, came to him with a very gloomy face to give notice of his departure.

"But, my dear Edouard, why?" expostulated Dumas. "If it is a matter of money, you shall have more. I do not wish to let you go, you cook admirably. Your omelets, especially—"

"Ah, monsieur," cried Edouard, with outflung hands. "So I have always thought myself, yet it is because of a little matter of omelets that I depart. Monsieur will remember that we have had omelet for breakfast both yesterday and today. Yesterday I prepared it; an omelet with parsley and little marrow balls, on which I prided myself. Monsieur approved it, and so did the two gentlemen, monsieur's guests. But today it was monsieur's fancy to make the omelet himself, after a recipe of his own, with chicken livers and small red peppers."

"I myself, passing by the door, overheard monsieur's guests cry out in ecstasy. 'But good heavens, Dumas, this omelet is exquisite! It is divine! It is surpassing! Even the omelet of yesterday is as nothing to this! There was a little left. I slipped in; I tasted; they were right!'"

"I must, monsieur, will understand, depart at once, to refresh my art by study and experiment. I am willing to admit that monsieur is no ordinary amateur; he may rank with professors. Still, I cannot remain tranquilly in his kitchen, permitting myself to be surpassed. I depart with homage and regret—but I depart."

The Part That Modern Chemistry Is Playing in the Great War in Europe and in the World

THE historian of a later period will have to pay a great deal of attention to the part which chemistry has played in the present war. It has affected the whole world by causing a lack of dyes and medicines and so threatening whole branches of industry. Germany, among the combatants is depending on chemistry almost for existence. Liebig and Thier created many years ago the foundation upon which is built up Germany's nutrition as well as her thorough utilizing of her soil and of her products, writes Dr. Albert Newberger. During, and in consequence of the war, a great number of chemical experiments have been worked out and perfected, which have added valuable means to prepare nutrition. Also more antiquated inventions, which were not made use of before the war, have suddenly reached a far reaching importance, so that the Germans can attribute a great deal of their successes to chemistry and to the hopes they have for the future.

One of the inventions which gained vast importance in Germany through the war is the straw meal. Previously experiments had been made with the feeding of straw meal, but this plan never was followed up to any extent as there was in time of peace a vast supply of foodstuffs. So the nutrition contained in straw was wasted and lost. Professor Friedenthal of this city had tried years ago to utilize the nutritious part contained in the cells of straw which seemed indigestible because they are inclosed in a coarse material that comprises the outer cells. This material of the cells is opened only to a very small degree by our digestive organism. So Professor Friedenthal set about to open them artificially by changing the straw by a special process into an extremely fine powder. Experiments on hogs and dogs have proven that well pulverized straw is well digested by these animals and today it seems to be an established fact that the straw meal, prepared according to Professor Friedenthal can be used to the greatest advantage with all kinds of stock. That it is good for human nourishment will doubtfully be established after more experiments. At any rate the feeding of this new meal to animals means an enormous success, as the straw crop of Germany can be estimated at 40,000,000 tons, of which, until now, only one-seventh was fed.

Just like straw the greatest part of wood consists of cell material, which, by a chemical treatment, can easily be transformed into food. Experiments made by Professors Haberland and N. Zuntz have shown that birch wood, transformed into meal furnishes 56 per cent of digestible foodstuff. The value of strength of this birchmeal is 35.8 per cent and therefore is the same as good meadow hay. Especially certain kinds of sugar contained in birchwood were taken up to a remarkable degree by the digestive organs.

Quite remarkable, and even surprising, are the results which were obtained from the efforts to change yeast into nourishment. For years yeast has been used to create fermentation. The scientific exploration of its effects we attribute to the chemists of Fehner, Brefeld, Hansen, Lindner and others. Yeast meal was a thoroughly well known product to us, but new traits, which have been discovered recently have astonished the world. Great success by creating a new cell out of every

old one. This increases under favorable temperature, and in solutions containing sugar, is a very rapid one. The sugar of the nourishing solution is divided into alcohol and carbonic acid. Experiments made at the "Institution for studies of Fermentation" here have shown that the process of increase of yeast can be controlled to that extent that albumen is gained besides alcohol and carbonic acid. To achieve this the above mentioned sugar containing solution receives a certain quantity of ammonium, potassium and magnesium. After this solution has been treated with yeast an immensely

Bird's Feather Beyond Skill of Man to Duplicate, in Delicacy or Flexibility

TO most people a feather is just a feather, either pretty or plain, according to how the coloring strikes their individual fancy. Yet when a feather is examined critically, it becomes a wonder and yet more wonderful—it is amazing when its details are understood. Never was there a thing better planned and builded for the uses intended, writes W. S. P. in "Our Dumb Animals."

Take, for instance, a plain feather—say the tail feather of an eagle. The long quill is made of "feather-bone," that wonderfully light, yet strong, material that forms the rigid part of all feathers, so tough that it is almost impossible to break it, yet so flexible it will bend into a circle and then spring back like a bit of whalebone! Nothing that man has ever been able to make can equal it.

There is no blood, no nerves, no circulation and apparently no life in a full grown feather; yet it does not decompose. Indeed, it is one of the hardest things in the world to destroy by any process of decomposition. It retains its resiliency and all its flexibility for years—all that is necessary is to keep it dry. It is finished all along the rib (or quill) with a hard, glossy enamel on the outside and this enamel keeps its polish as long as the feather lasts.

From an engineering standpoint, or the standpoint of the mechanic or artisan, there is absolutely no suggestion of betterment to be made, for the feather is an exact, perfectly finished product. Its long central quill tapers from base to point with great precision, thereby giving perfect resistance to bend-

ing force, and this is one of the combination of secrets that enables the bird to fly as easily as man can walk. Also, this long quill is hollow, thereby all extra weight is done away with and added strength gained because of the tube construction; and to make it perfect from a mechanical standpoint, the under side of the quill is reinforced by a double-rolled thickening of the shell of the quill itself, so that strains are equalized.

This long quill is also curved slightly, to meet air resistance again and overcome it when the whole tail is spread, fan-like, to suddenly alter a direction or check speed in flight.

The long, soft side masses are formed of a multitude of tiny feathers, each one perfectly equipped, perfectly made, mechanically and geometrically without fault. Each of these tiny side feathers has its own midrib that tapers from base to tip, and each of these midribs carries its own equipment of side "hairs," so beautifully constructed that it looks automatically into the one on each side of it in such a way that it makes a solid yet flexible mass of the whole surface, against which the air flows as the bird flies.

If these side feathers be split apart they will come back into place so exactly that the split cannot be detected. Nothing else in nature repairs itself with such precision. Many things, for instance, the claw leg of the crawfish, will replace itself exactly when destroyed, but the feather alone repairs its own breaks precisely and automatically.

Taken as a whole, the feather is one of the most

perfect products of nature because the material used is the one thing throughout, the engineering principles involved are without fault, the mathematical plan is precise, the construction is perfect, the coloring and artistry are flawless, and there is not one single point about it that can be constructively criticised.

This short article can only hint at the wonderful things one may find in a single feather, and it is something worth not an hour but weeks or months of the most painstaking and careful study, for it covers an amazing field.

Last, but not least, the secret of safe and easy navigation of the air will eventually be found, not in the whole wing, but in the single wing feather and its individual muscular control in the wing of a soaring bird like the vulture.

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DOG HISTORY INTERESTING AS MAN'S

According to the best authorities, the dog was the first animal domesticated by man, and the date must have been very far back in the history of the world. Our canine friend would seem through the ages to have wondrously adapted himself to his environment and every use to which he has been subjected. Professor Taylor, in his "Origin of Race," mentions the dog as being found in every dialect derived from the ancient Sanskrit language. The bones of the dog have been discovered in the kitchen middens of Northern Europe, which carry us back to the early stone age when man lived entirely by the chase. The name of the dog given originally, meant "the profligate one," and this has been a striking propensity of the animal down to our own time. There is every evidence that the refuse heaps alluded to must have taken many thousands of years to accumulate, and the absence of the bones of animals eaten by dogs, to any degree proportional, proves that the animal was in that archaic age domesticated. Along with this there is nothing to show the domestication of any other animal. This is reserved for the bronze and iron ages when man had adopted the pastoral and agricultural modes of life.

When it is noon in New York City, it is 2 o'clock in the morning of the following day in Yokohama, Japan.

Cuba is almost exactly the same size as Pennsylvania.

A SOFT ANSWER, BUT MIGHT HAVE STIRRED UP WRATH

To the Query Editor:

What is meant by the reference to Carthage being inclosed within an ox hide—Anxious Person.

Anxious Person:

The reference is to an uncensored story that has been handed down regarding the way Elissa, daughter of Muttun I., king of Tyre, worsted the Libyo-Phoenician real estate sharks on the African coast about 850 B. C. According to classical tradition, Elissa, afterward known as Dido, "the fugitive," had a row with her brother, Pygmalion, and headed a party of Tyrian emigrants who sought refuge at Cambe, a trading station founded by Sidonians on the site of the city that was to become famous as Carthage. Elissa seemed to have been one of the original bargain hunters of history, and knew how to make a trade. She announced to the local real estate operators that she wanted to buy a parcel of land. As to the size of the plot desired, she vaguely indicated that she wanted only so much land as could be encompassed within the hide of an ox. Congestion in that part of the world being very slight, negotiations were concluded forthwith. Elissa caused the ox hide which was to be used as a measuring device, to be cut into narrow strips, which, strung together, enclosed a piece of territory large enough for a citadel. It enclosed a whole hill, which took the name Byrsa from the episode. It was a neat pun, the Greek word "hide" being jumbled with the Phoenician bosra, bosra, meaning "citadel" or "fortress." This according to the story, was the founding of the city of Carthage. It also marked the establishment of a custom. An old English custom allotted land to families under the term "hide of land," the amount varying. Elissa's little trick has been worked, with slight variations, many times since Carthage was built. It was used more than once by early settlers in dealing with the American Indians, whose respect for the white man was not enhanced by the shrewdness of the deception. It is a reminder that sellers as well as buyers of real estate should beware.

Philadelphia manufactures each year 45,000,000 yards of carpet, enough to put a 36-inch belt around the earth and leave a remnant long enough to reach Cincinnati.

Chicago had only 23,000 inhabitants fifty-seven years ago.

was found that the propagation is the most successful upon this layers of fluids of a certain nourishing solution, which contains sugar and molasses. The grown fat yeast contains not less than 17 per cent of fat, 81 per cent of albumen, 43 per cent of carbonic hydrates and 8 per cent of mineral parts. Experiments are going on to manufacture this fat yeast in great quantities. This is another triumph of German chemistry, which will give Germany immense advantages during the war as well as in all times to come.

A new source for fat has been found in grape seeds. The results are so good that the Austrian minister of commerce has ordered a confiscation of all wastes grape seeds of the 1915 crop.

The chemical science in this way has provided a means to utilize materials that otherwise would have been entirely wasted. In a similar way the blood of slaughtered animals can be utilized and are utilized especially for industrial, technical and agricultural purposes.

A proof of how old and nearly forgotten some chemical discoveries are has been brought to memory by the war. Among these is the use of baking powder instead of yeast. By making the dough a part of the starch in the flour is transformed into fermenting sugar. This sugar, as we have seen, is separated by the yeast into alcohol and carbonic acid. Both evaporate into the air. So by the action of the yeast a considerable quantity of flour is transformed into two gases. The consequence is that these parts of the flour are lost for nutrition. Liebig was the first one to find out this fact and he figured that in Germany 220,000 pounds of flour are daily lost in the air. For this reason he invented baking powder, which consists of carbonic acid salts, which cause no deterioration of the flour and which is necessary to make the dough raise. Since Liebig's time Germany has grown and the use of bread has increased. Dr. W. Dederichs has figured out that Germany at present loses yearly 100,000 tons of flour in the form of evaporating gases, which means a yearly loss of \$8,000,000. But as flour at the present time is more important than anything else people are using the old-fashioned baking powder instead of yeast for their bread baking.

By the invention of certain processes Germany also has succeeded in using certain kinds of flour which were not liked very much by the population, especially corn meal. People complained that it did not keep and that the bread prepared with it had a bitter taste. The chemist, Marbach, found out that these drawbacks are caused by the fat of the meal and by the enzymes which are contained in the tip of the kernel. After this tip has been removed the meal keeps just as good as any other flour and loses its specific greasy taste.

A new kind of meal in Germany is the soya meal. The soya bean was used chiefly for the soya oil which was used in the paint and varnish industry, and also was utilized in the manufacturing of soap and candles. During the war soya meal, soya milk, soya cheese, soya bread and even soya coffee are manufactured.

As one sees, many discoveries have been made in chemistry and mostly the kind that without the war probably never would have been discovered.

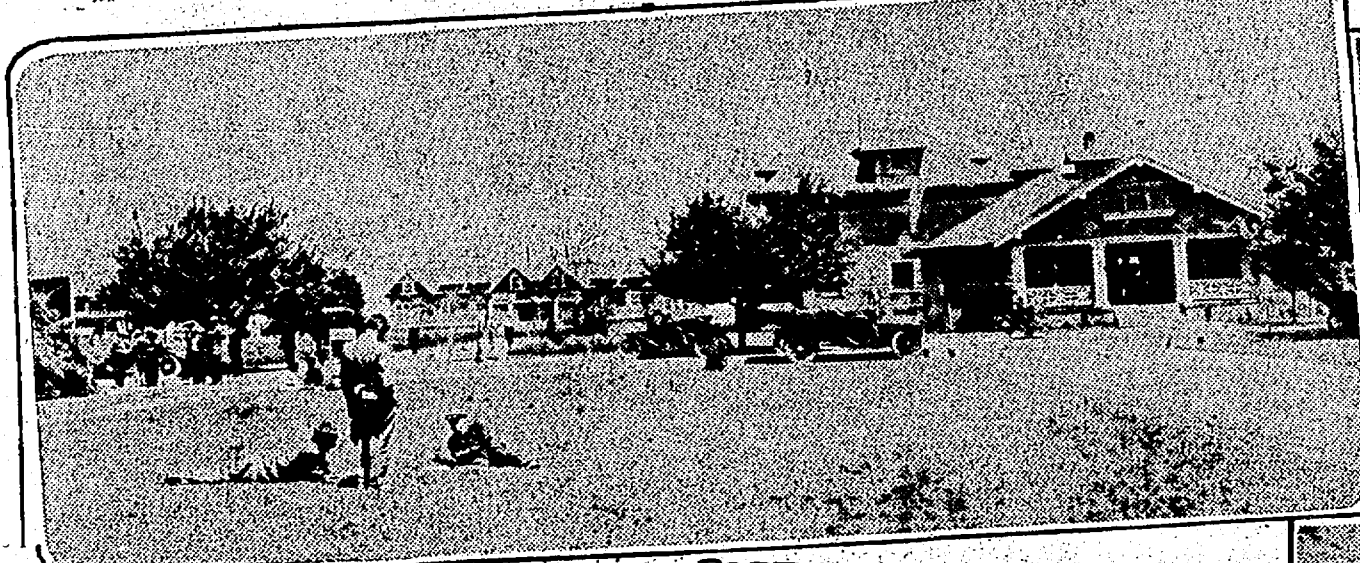
WHERE FARMERS GO TO SCHOOL

TWENTY years ago, in Fresno, a woman, left a large dairy by her father, proceeded to make of it what older farmers scoffingly referred to as "The Scientific Farm." She made the breeding of cattle a science. Experts from Europe came to her dairy, and toiled amid the poorly-concealed derision of even the farm laborers under them.

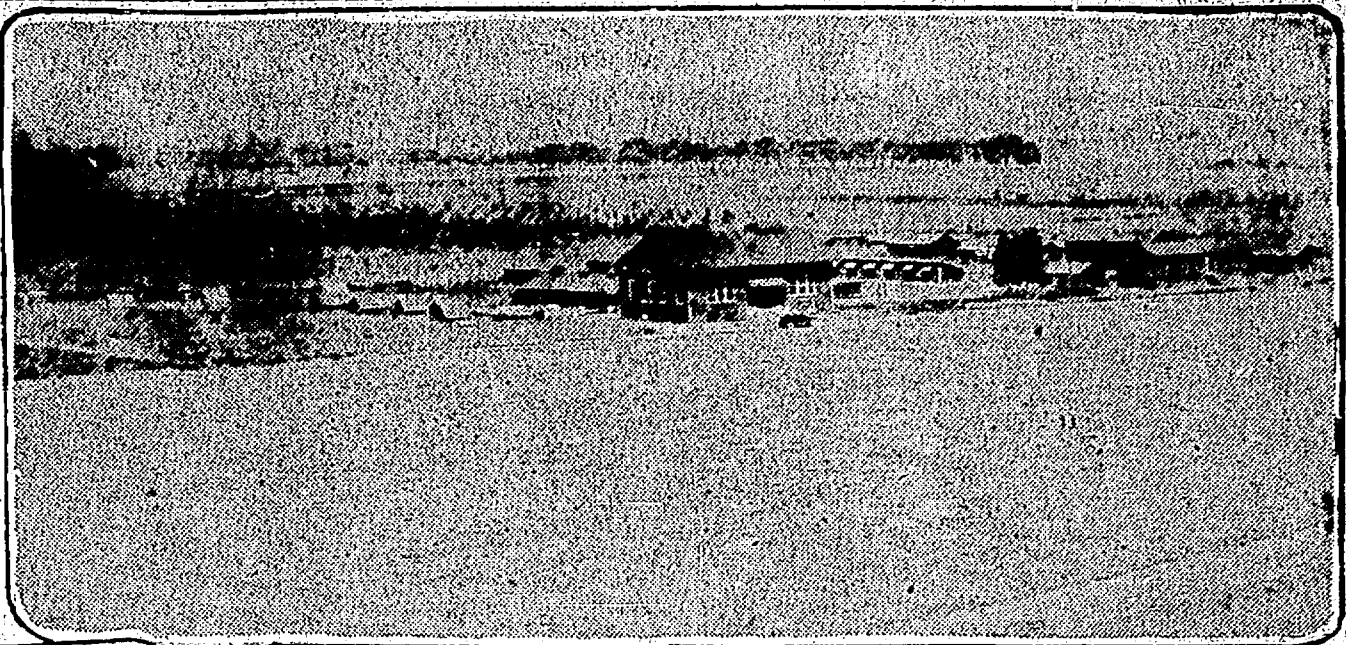
And, while the "practical" farmers laughed, she amassed a fortune. Then she became a regent of the state university, and spread the "Scientific Farm" propaganda.

Today there are few "practical" farmers left in the state. They have all turned "scientific," and the state's agricultural output has been more than doubled in quality and quantity. The work of Minnie Eshelman (later Mrs. Minnie Sherman) has been taken up by noted experts, and today the College of Agriculture, which, in its early days, she almost forced to grow, is now the largest college in the university, turning out thousands of graduates, "scientific farmers," educating the old-time "practical" farmers at institutes and short courses, and wielding an importance second to none in the history of the state. Mrs. Sherman died several years ago, but the work to which she devoted the latter part of her life has grown in leaps and bounds and has made millions for the state of California.

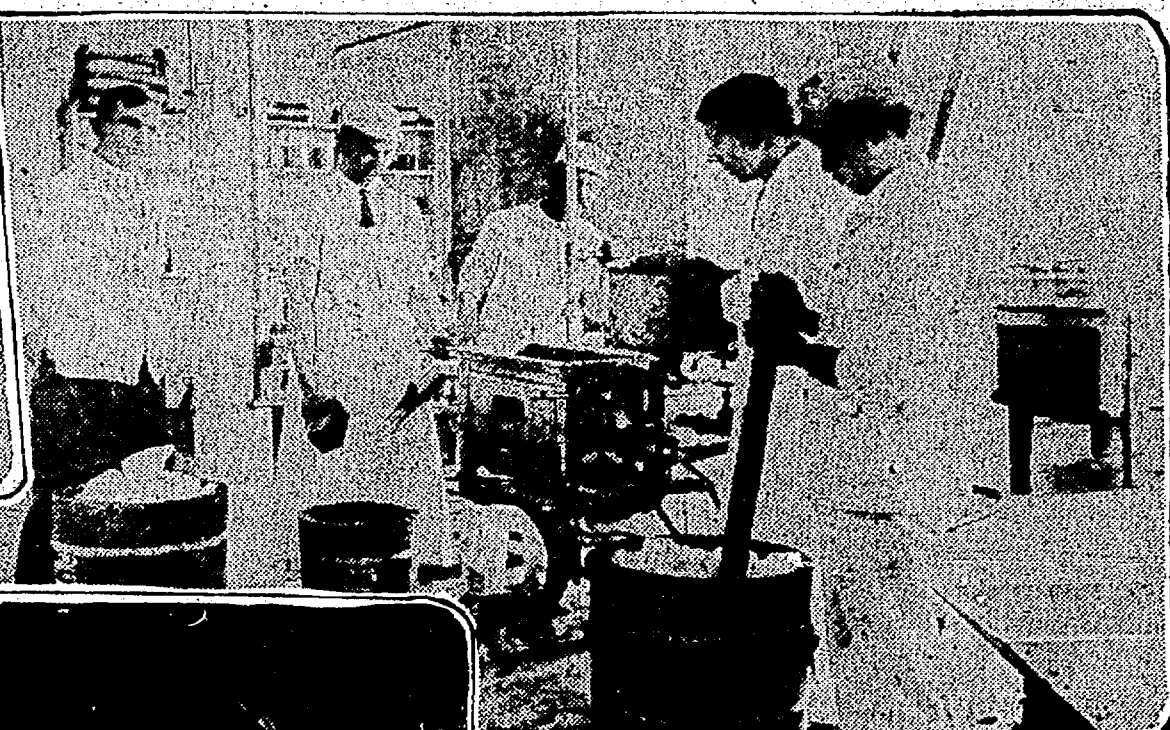
The transformation of "practical" farmers into "scientific" farmers (who are really the practical ones, as has been proved time and time again), is mostly done at the University farm at Davis—the real "cow college" of the university. The most effective of its work, perhaps, in its relation to the state and the state's agricultural progress is in the "short courses." Here farmers, young and old, learn what lies closest to their business. On a great estate of 775 acres, containing soil for almost every variety of produce grown in California, their time is divided between work in the field and work in the



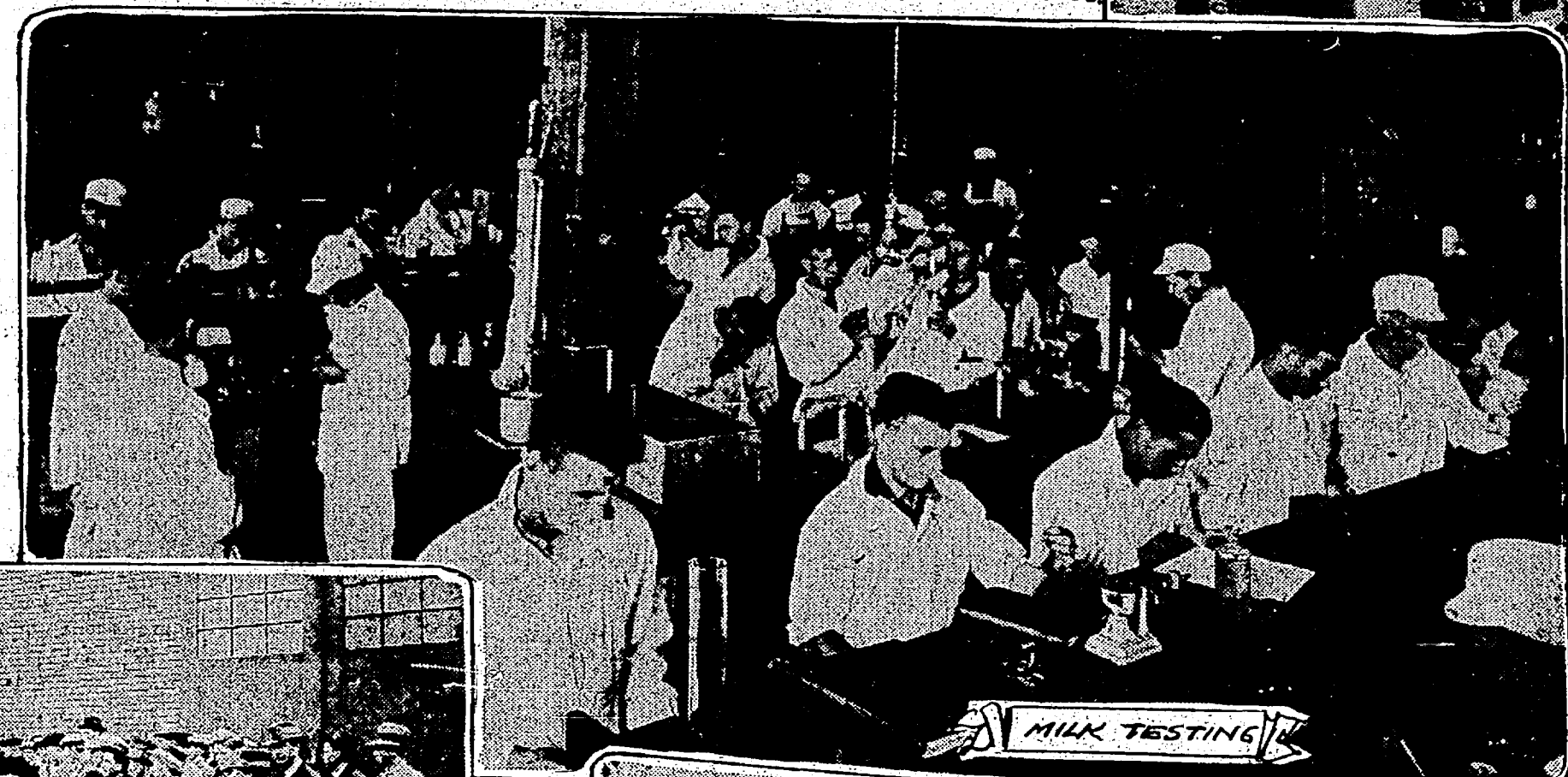
PORTION OF DAVIS CAMPUS



PANORAMIC VIEW OF POULTRY PLANT



MAKING ICE CREAM



MILK TESTING



LEARNING TO JUDGE A BULL

classroom. They learn the sort of soil needed for different products and how to get the most out of it. They learn the most effective livestock methods. The "scientific farm," twenty years ago a curiosity, is now a necessity, if the farmer would keep abreast with his fellows.

The Davis University Farm is really a university in itself. Every branch of animal industry and agriculture is taught in the rambling classroom buildings that dot the grounds. In the big barns, pens and corrals blooded stock are raised by the student farmers. They learn to test milk and eggs, judge cattle, horses, swine and other stock. They emerge practical farmers in the sense in which practical is accepted today; real rivals of the farmers of Europe.



BUILDING A HOG PEN

Although intended primarily for the students of the University of California taking the full course, the University Farm is better known to the farmers of the State for its short courses. These,



PRUNING



GIRL STUDENTS IN POULTRY COURSE

each lasting six weeks, attract men, young and old. Father and son from some farm in one of California's fertile valleys will often attend college together.

Agriculture, horticulture and poultry husbandry are the three largest of the short courses. A course in dairy work, in citrus and semi-tropical fruits, in farm tractors, the new iron substitute for the old farm horse—every possible subject to



THE CAMPUS

tion months, the teacher should assemble the children in groups for a discussion of their work and of the principles and methods involved. "Vegetables, berries and fruits grown should be

make farming more efficient, is learned and carried back to every part of the State. Farmers' institutes also held to spread the gospel of practical farming of today—and yearly more farmers attend the Dixon farm courses.

The University Farm, a short distance outside of Dixon, is operated in conjunction with the Kearney Experimental Station at Fresno and another station for citrus experiments in the South. It contains many classroom buildings, dormitories, mechanical shops and barns for stock, veterinary science buildings, great silos for the instruction of a new and important branch in California farming, and large corrals, as well as farm plots of every nature. More than 150 head of the finest cattle of every breed thriving in California are in the stock barns. Various breeds of sheep and swine are also to be found in the barns and corrals. There is a campus store, a library and other conveniences, and many students who cannot be accommodated in the dormitories live in the town, a short walk from the farm. Living expenses are low and a farmer can attend the course for a nominal sum.

Three courses are offered this year from October 2 to November 10, these being the courses in agriculture, horticulture and poultry. The dairy course will also commence October 2. There will be other courses in farm management, animal husbandry, agricultural engineering, field crops and other branches. The university is doing all in its power to place these before the farmers of the State, and literature will be sent any farmer on request by the university headquarters at Berkeley.

The farmers' courses are divided between outdoor work and work in the classroom. One period a farmer will hear lectures by experts on a certain operation, and the next he will be in the fields performing the operations, while teachers instruct him until he is perfect in the work.

The agricultural college is an important factor in many universities, but in California, the experts say, it has reached its maximum efficiency. Under Deans E. J. Wickson and E. W. Hilgard, and now under Dean Thomas Forsyth Hunt, who succeeded the pioneers of agricultural college work in the West, the "cow college" has grown to perhaps the biggest factor in California farming, and the largest single college in the university.

The college of agriculture, furthermore, furnishes free advice and service of experts to any farmer in the State presenting his problem. Experts sometimes work for weeks on a farm problem for some obscure rancher. Farm advisers, trained by the university, have lightened many of the California farmer's burdens.

Every year sees greater growth, and some day—that day seems not far distant—it will be more than a college of agriculture, a farmers' university, unique in educational work, and, as now, the farmer's greatest aid and friend.

A SCHOOL GARDEN PLAN

Chattanooga, Tenn., has organized a plan for introducing school and home gardens that is considered one of the best yet devised for interesting various community groups in home garden work.

The Chattanooga plan, according to reports received by the bureau of education of the department of the interior, enlists federal, state, city and local association agencies in the work. The following are actively represented in the movement for school gardens: United States department of the interior, bureau of education, through the commissioner and an assistant in home and school gardens; city of Chattanooga, department of education and health, through the commissioner of education and health, superintendent of schools and garden supervisor; federation of school improvement leagues, through its president; presidents of district leagues representing the eleven districts, directors of home gardening, principals, teachers, parents, pupils; the newspaper.

Similar work to that of Chattanooga, though in most cases not so carefully organized, is being done in thirty-two cities this year through a special appropriation by Congress in 1915. In describing the movement for home gardening directed by the school, Dr. P. P. Claxton, commissioner of education, declares:

"After the school day is finished and during the long vacation period millions of American children are idle. Without proper occupation these future citizens of the United States are thrown on their own resources for amusement until school begins again.

"It seems manifestly the duty of the public schools to furnish employment for these millions

of idle young people. The schools are established and maintained for the purpose of educating children into manhood and womanhood and for preparing them for citizenship.

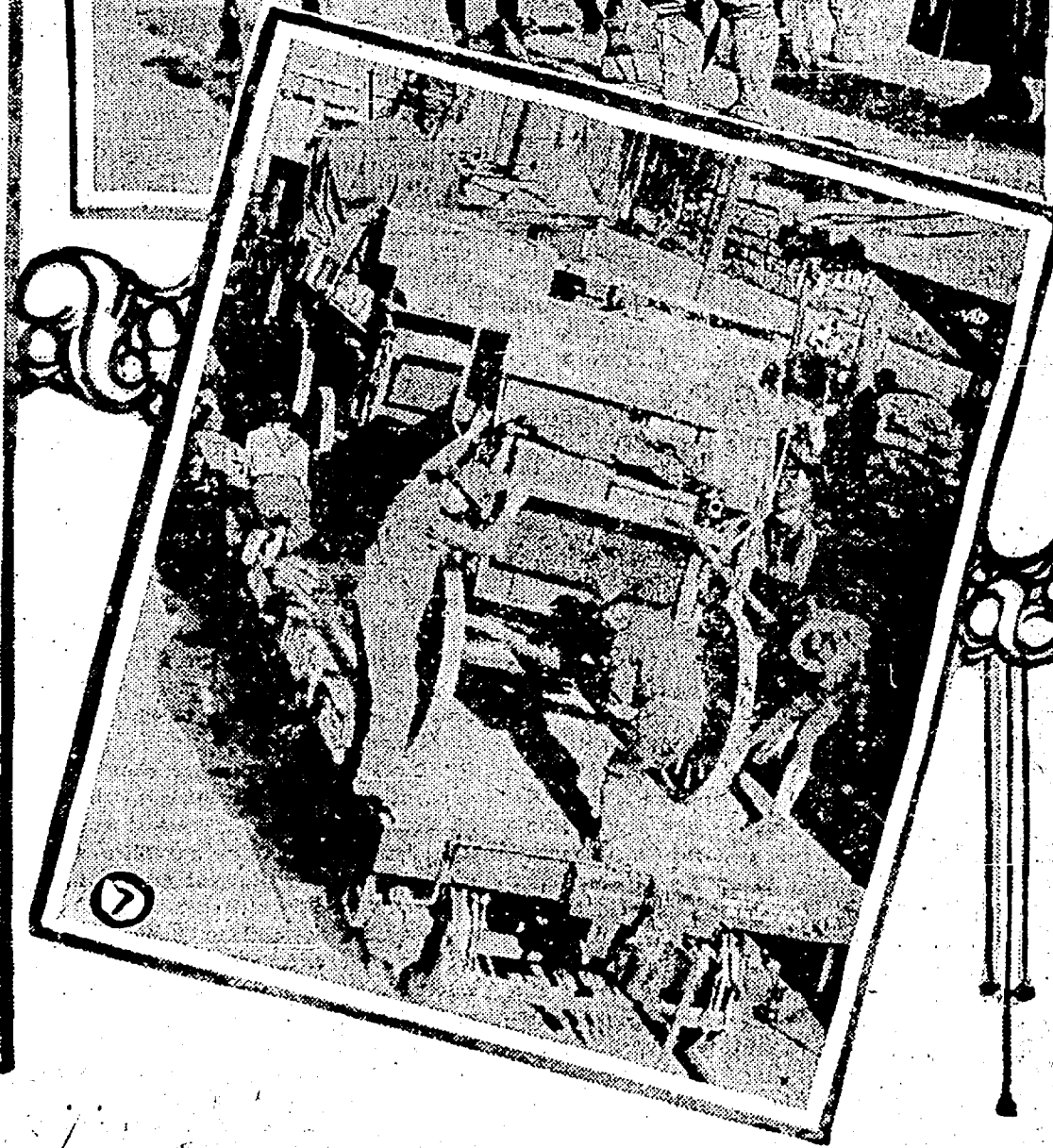
"The Bureau of Education, after much careful thought and research work, has evolved a system of home gardening done under the direction of the schools that seems to offer many opportunities for this sort of instruction and for filling satisfactorily the child's idle hours.

"The bureau recommends that there should be in each school throughout the country at least one teacher who knows gardening both scientifically and practically. This teacher should be employed twelve months in the year, should teach elementary science in the school during the school hours and should, out of school hours, direct the home gardening of the children between the ages of 10 and 15 years.

"If possible, the teacher should have the assistance of an expert gardener so that the work may be done in the most practical and profitable way. The teacher and the gardener should help the children find the plots of ground near their homes best suitable for garden work, aid them by some co-operative method in having the lots properly plowed and prepared for cultivation, help them select seed and show them how to plant, cultivate and harvest, so as to obtain the best results. The teacher should spend the afternoons and Saturdays of winter, spring and fall, when school is in session, and all of the vacation days of summer, visiting the children in their homes, directing their work and giving to each child such help as it most needs. Once a week or oftener, during the vaca-

tion months, the teacher should assemble the children in groups for a discussion of their work and of the principles and methods involved. "Vegetables, berries and fruits grown should be used first as food for the children and their families; then the surplus should be marketed to the best advantage. Through the help of the teacher this can be done in a co-operative way. Ten or 15 cents' worth of vegetables each day from the gardens of 200 children would amount to \$20 or \$30. In summer and fall, when the surplus is large best advantage."

WITH THE BOYS IN KAHKI!



A few scenes at the mobilization camp as seen by the lens:

No. 1—Company F on the march from the station to the concentration camp at Sacramento. To extreme right, Captain Dennis Daly of Berkeley (left) and Major Lawrence O'Toole of Berkeley (right).

No. 2—A joy-ride on the cow-catcher. A favorite trick of the guardsmen was to ride the switch engines after this fashion.

No. 3—Battery B at play. Tossing a "rookie" in a blanket, one of the camp institutions.

No. 4—Berkeley's militiamen in a practice skirmish line.

No. 5—Fred Lovely of the cavalry and two of the mounts. Also two fair admirers.

No. 6—Captain H. A. Bradford of Hayward (left) and Lieut. C. A. Phillips (right). They are holding "Hank Hayward," the company mascot, while youthful admirers pet him.

No. 7—Loading Battery B equipment onto flatcars, preparatory to the dash to the border.

TEACHING CONGRESS with a CAMERA

How the National Highways Association Is Working With Thousands of Photographers in a Prize Contest to Create a Good Roads Exhibit in Washington - Colonel Roosevelt Aid-ing in the Undertaking.

Would Have a National High-ways Commission Created to Survey and Locate a System of National Highways - What the Fourfold System of Highways Means - Wants Federal Government to Enter Upon Work of Building Good Roads On a "Non-Pork" Basis.

SOMEONE has said that there is as much difference between looking at the picture of a bad road and riding on it as there is between looking at a tack and sitting on it.

But lacking the power to persuade Congress to a junket over the 2,000,000 miles of unimproved and bad roads in the United States, the National Highways Association has hit upon the idea of teaching Congress with a camera just what the "good roads" problem is in this country today.

Thousands of photographers in every section of the country are working with the Association to build up this pictorial exhibit which is to be located somewhere within the shadow of the National Capitol for the enlightenment of our lawmakers. The pictures will be supported by road data gathered by highway engineers, map makers, and through tours conducted in former years under the auspices of the Association. If the predictions and hopes of officers of the Association are fulfilled, the exhibit will provide a "road museum" in Washington containing information on every phase of the subject in every Congressional district, county or township in the country.

It is now the conviction of political observers here that Congress will soon launch Uncle Sam upon an extensive program of road building. The House has already passed with a large majority the Shakerford bill making a substantial appropriation of federal funds for road construction and the Senate Committee on Post Offices and Post Roads has reported out a substitute measure providing for an expenditure of \$75,000,000 of federal funds on roads within the next five years.

With military preparedness legislation occupying the center of the stage and an unusual crush of legislative business on other matters pressing upon Congress, it is possible that final action will not be taken upon these "good roads" measures at the present session. But from the votes already recorded and from opinions expressed by members of Congress, it appears to be practically certain that, if this legislation is passed by at the present session, it will go through at the next.

The object of the National Highways Association in its present work is to create a sentiment which will direct these federal appropriations along channels that will ensure a wise ex-

penditure of the funds and prevent pork barrel bills. It believes that before Uncle Sam begins to spend his money on building good roads, he ought to scientifically map out his system of highways, study the whole problem and be certain that he starts out on the right good road.

It is as a part of this educational propaganda that it has undertaken the photographic contest. General Coleman du Pont, Chairman of the Board of National Councilors, and Mr. Charles Henry Davis, President of the National Highways Association, have subscribed \$2,600 to be dispensed in cash prizes in this contest. The first prize offered is \$500. There are also five second prizes of \$100 each, twenty third prizes of \$25 each, forty fourth prizes of \$15 each, and 100 fifth prizes of \$5 each.

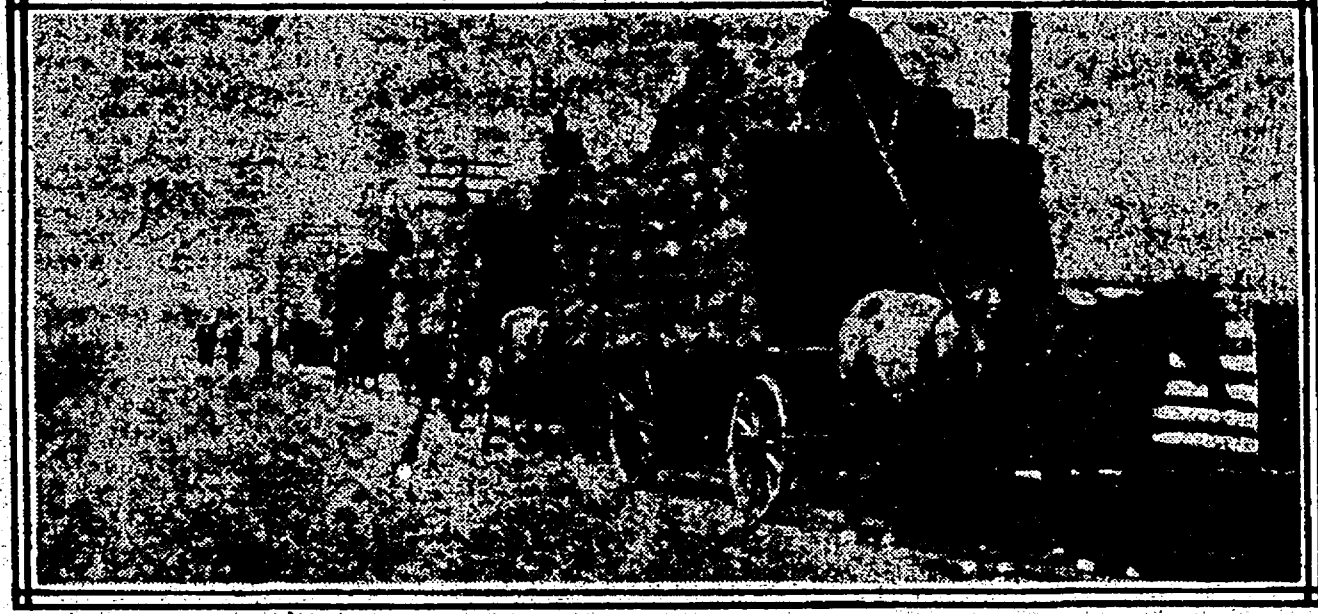
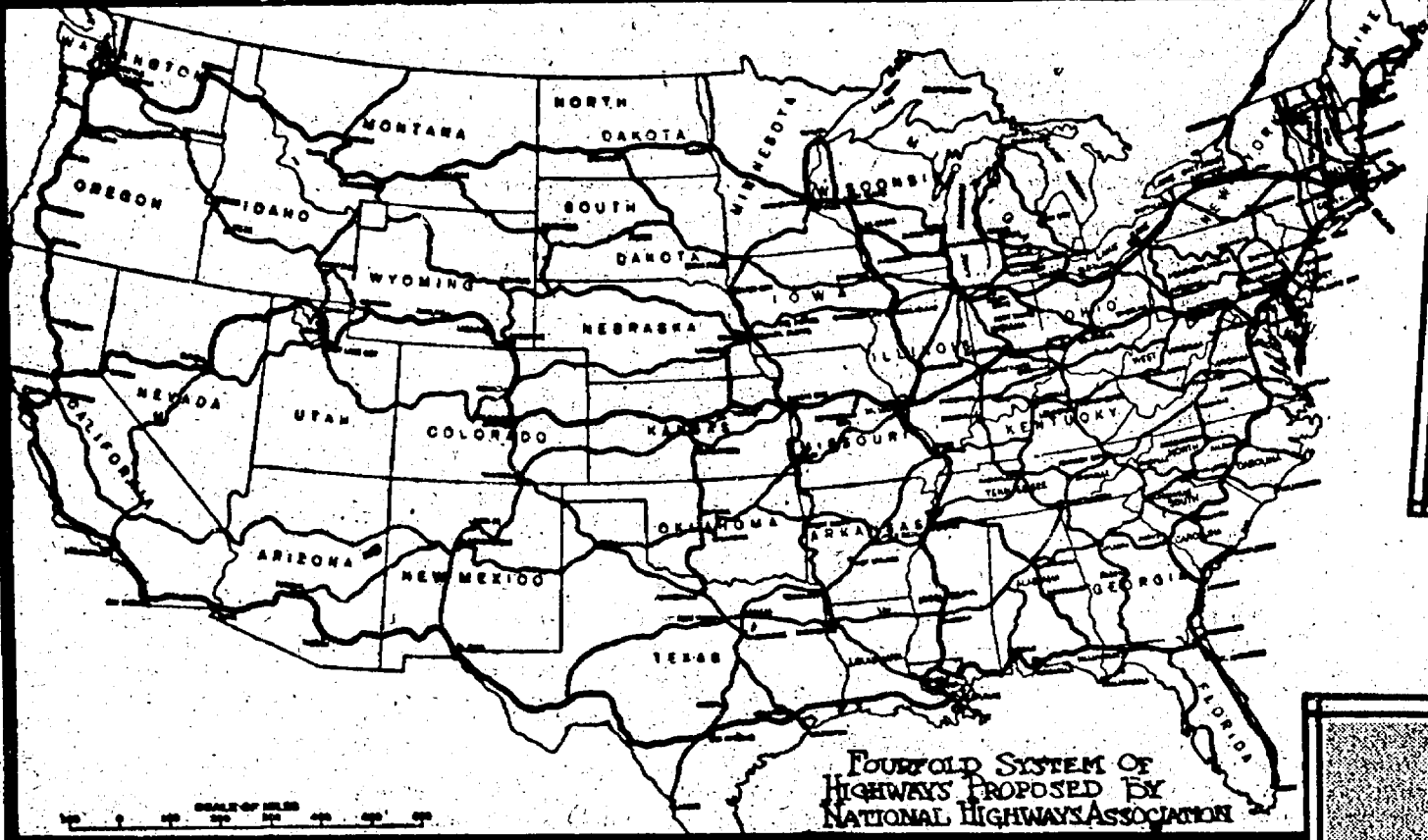
Colonel Theodore Roosevelt, who is an enthusiastic "good roads" man, has consented to serve as the head of the board of judges in the contest. The other judges are Mark Sullivan, editor of Collier's Weekly, and Miss Ida Tarbell, the magazine writer.

The photographs must teach some lesson in the "good roads" problem. A majority of those already received are companion pictures in which some incident on a bad road is strikingly contrasted with one on a good road and the "moral" drawn therefrom. Pictures are beginning to pour in upon the headquarters of the National Highways Association at Washington by the thousands. If the rate of receipt continues, it looks as though the exhibit to be established in Washington will present a picture of nearly every mile of road in the country. The competition will remain open until November 6th next.

An agitation to have the Federal Government enter upon the work of building good roads has been carried on for many years. Five years ago, however, it had made little headway so far as Congress was concerned. Now, as far as the general principle of road building by Federal funds is concerned, Congress is practically committed to it.

The automobile interest, working through such organizations as the American Automobile Association, agricultural interests, working through the farmers unions and granges, educational interests, because "good roads" are vitally connected with educational problems in rural districts and lately general commercial interests, have all placed themselves behind what is generally described as the "Good Roads Everywhere" movement.

With the study of the problem an infinite number of benefits from good roads have been demonstrated. For instance for the commercial man and the city consumer, it has been demonstrated that he pays the charge of hauling over roads which, with the average of good and bad roads we now have, amounts to 23 cents per ton per mile. He pays this on all farm produce which he buys in his city, and it is estimated that there are 6,000,000 tons of freight hauled over the roads of this country every year. Good roads would reduce this cost to



THE HIGH COST OF LIVING STARTS HERE. - YOU MR. CITY CONSUMER PAY EIGHT CENTS PER MILE CHARGE ON ALL FARM PRODUCE DRAWN OVER GOOD ROADS AND TWENTY-THREE CENTS PER MILE WITH THE AVERAGE OF GOOD AND BAD ROADS WE HAVE TO-DAY



WHY I USE SLEEP OVER THE PRESENT PRICE OF GASOLINE WHEN YOU CAN ENDURE THIS



8 cents per ton per mile. The savings on the "High Cost of Living" staggers the imagination.

Again it has been shown that it costs a farmer in the United States with the average of roads we now have, as much to haul his produce ten miles over a road to the railroad station as it does to ship it by water from New York to Liverpool.

It has been proved that good roads in any country district radically alter educational and moral conditions there. With good roads children attend school. They can go further to school. The schools are concentrated, without greater cost each school is made better and a greater number of pupils get a greater amount of education.

These lessons on the value of good roads have been denned into the ears of the public. The demand for good roads has steadily increased. At first the local authorities charged with

road building were influenced to little the science of road building. Then the demand forced an extension of the work. The duty of road building became less localized. The county assumed its share of the burden and later the State stepped in. Not only did the county and State better the situation by assuming a part of the cost of the work, but more important still, they so laid out their highway systems, in most instances, as to correlate the local highways, to supply connecting links and trunk lines. In States where this has not been done, a map of the improved highways of the State always looks very much like a piece of paper on which a biologist has scattered an exhibit of worms. The improved roads are disjointed and dispersed. A few miles of good roads are found in one section of a county and a few more in another far-away corner.

But where the States have undertaken their share of the work, complete State systems have been developed, scientifically located by expert highway engineers in such manner that the minimum of mileage is made to bear the maximum of traffic and every improved local road is afforded an outlet to a trunk line highway so that the local road is developed to its greatest possible value.

What the States have done in thus developing and correlating local and county roads, the National Highways Association would have the Federal Government do in correlating State highway systems. Whether the Association presses for federal participation in road building or not, it now seems certain that such participation is to come. Hence the first effort of the Association is really less to promote federal appropriations for road building than it is to promote the

idea which will force the expenditure of such appropriations along scientific, non-pork lines.

To accomplish that object the Association believes it necessary for the Federal Government to study the road problem as a national problem and through such study to map out a system of national highways so located, by expert highway engineers, that the national roads will provide interstate trunk lines correlating the State highway systems and knitting together the entire system of highways in the United States.

This is the way that a railroad would be built, says the Association. It is the way that the Panama Canal was built. It is the only way that good roads can be built if the appropriations made for this purpose are to be saved from the baneful influence of local political interests.

Through the creation of a National Highways Commission, the Association

would have the policy and course of the Federal Government in good roads work determined upon a scientific basis. Then Congress would know just what the money was being appropriated for and where it was to be spent. It would be building toward a definite national object, and not building in a hit or miss fashion as local interests dictated.

Such a complete system of national highways has been mapped out by the Association after many years' work. This system is not offered for adoption by the Federal Government, but merely as a demonstration of the way in which the work should be approached. It is really for an idea and not any particular system that the Association is striving and its present work, including its photographic contest, is all a part of a strenuous effort which it will make in the course of the next few years to place Federal participation in road construction upon a sound economic basis.

NEW YORK MILLIONAIRES ORGANIZE COMPANY TO HUNT LOST TREASURES

NOVELISTS, short story writers and other purveyors of fiction are hereby notified that the board of censors will not hereafter pass for public consumption any serial, complete novel, story, or series of stories built on plots dealing with treasure hunting with characters garbed in picturesque clothing, bandana handkerchiefs around their necks, blood in their eyes and long, drooping mustaches curling from their lips.

Such treasure hunting is "old stuff." It isn't done that way nowadays.

For the proper guidance of authors bent on writing masterpieces of fiction dealing with the recovery of treasure buried in the fathomless depths of the seas, this plot recipe is given gratis:

Take a millionaire, preferably a banker or a broker—or even two or three, or a group of millionaires, if they are available; fire their imaginations with the lure of the submarine gold; put them around a board of directors' table in Wall street; make them dig into their pockets for real money to outfit a ship, carrying the newest engineering appliances; show them clipping coupons from the stock of their treasure-hunting corporations as the engines of science wrest the gold from the seas.

Should a heroine, instead of a hero, be desired, this plot recipe is offered for consideration:

Take a society woman, preferably one who has titled ancestors; clothe her with the love of romance, etc., etc.—following closely the lines of the above plot, substituting the society woman for the millionaire as the leader of the treasure hunting expedition, save that she should be sent personally to the bottom of the sea in a diver's suit she had invented herself.

Faithful adherence by the writers of fiction to the ideas of the modern era demands that millionaires and society women be substituted for tattered soldiers of fortune who, by all the rules of the fiction writing game, were the chaps who used to go down to the sea in ships seeking the treasures hidden under the waves in the hulls of wrecked vessels.

This, however, is not a fiction story. It contains nothing but facts—facts containing indisputable proof that treasure hunting has become a business proposition.

Fact No. 1 is that twenty-four New York millionaires have organized a stock company to salvage the lost treasures of the sea.

Fact No. 2 is that a society woman of Toledo, Ohio, is going to visit the depths of the ocean, where no human being has ever penetrated, to search for the gold that is buried there.

Fact No. 3 is that two other groups of New York

business men are financing two syndicates that hope to retrieve fabulous fortunes from the deep sea caverns.

This is shocking news. For through the years of fiction reading, beginning with Jules Verne's flights of fancy to lesser works of picturesque adventure, there has been firmly established in most minds a tendency to regard the searcher for buried treasure as the victim—pathetic or ridiculous—of a too vigorous imagination.

Yet solid business men, whose names are powers in Wall street, have not only organized a corporation, but have taken all the stock themselves, for the purpose of hunting for yellow bullion, golden bars, gilded doubloons and other long-enduring valuables that lie in the holds of ships long and deeply submerged—the gems "of purest ray serene the dark unfathomed caves of ocean bear."

No fantastic dream is this. There is Percy A. Rockefeller, millionaire and financier; Albert H. Virgin of the Chase National Bank of New York, and Charles H. Sabin and G. M. P. Murphy of the Guaranty Trust Company, the great banking institution that has the House of Morgan behind it. They are the financial giants who are backing the Inter-ocean Submarine Engineering Company.

There is also Rear Admiral Colby M. Chester, U. S. N., retired, who initiated the organization of the treasure hunting corporation. Surely these names do not sound like a parcel of adventurers starting out on a "shoo-string" to garner millions from the deep.

It's a sound business proposition with them. They got together just a few weeks ago and capitalized the Inter-ocean Submarine Engineering Company at \$125,000. And there was not the slightest trouble in getting twenty-four solid business men to put in that amount.

Delving into the old arithmetic it is discovered that each of these keen business men put a trifle over \$5208 of good, hard money into the enterprise. One wouldn't say that they were tossing sums like that into the sea without hope of compensation.

And they're not. They have all kinds of statistics showing where the wrecks of treasure ships lie. There isn't space here to print all those statistics, but just a cursory examination of the list shows that the sunken hulks the Inter-ocean Company will delve into in search of treasure have locked in their holds a total of nearly \$174,000,000 in coin and virgin gold!

Figure that out. If they salvage the treasure out of fourteen wrecks alone—the fourteen that went down with \$174,000,000 aboard—they will be able to cut the juiciest stock melon Wall street has ever seen. It will be a dividend of nearly 1400 per cent!

Think of that—getting back more than \$1392 for every dollar paid for stock!

While one dizzily considers those astonishing figures, let us range briefly over the other factors in this story of facts—that pales into insignificance the weird dreams that the immortal Jules Verne transcribed to paper.

The society woman hereinbefore mentioned is no figment of the imagination. She is Mrs. Margaret Campbell Goodman of Toledo, Ohio. Officially she is secretary and treasurer of a company which makes diving armor, which she says will make it possible for her and intrepid male divers, too—to go down 400 feet and collect the lost gold on the ocean's floor.

True to the fiction recipe Mrs. Goodman, who used to be a newspaper woman in Detroit, has titled ancestors. For if her father had not left Scotland, the land of his birth, and refused to return she would have been Lady Campbell. Her father's title would have been Lord John Burdette Campbell, for he was a direct descendant of Sir Colin Campbell.

Romantic? It sounds like it. But not half so romantic as Mrs. Goodman's plan to use the inventions her company has perfected to sink down into the unexplored depths and retrieve its treasure. She says a start is going to be made on the wreck of the steamer Pewabic, that went down years ago with a valuable load of copper bars off Thunder Bay in Lake Huron.

"Old Father Neptune is a miser," this society woman-treasure hunter says, "and we are going to rob his treasure vaults of fortune greater than would be the realization of the wildest dreams of Eldorado."

She is ambitious. But there are others, who, like her, declare they are not only ambitious, but practical. They are not going to delve into the deep looking for mermaids and coral flower gardens, but for real gold.

Here are two more corporations—in addition to the Inter-ocean Submarine Engineering Company—who are prepared to spend \$116 money in quests for money of the vintage of past years, money and gold bars that have been buried at sea all the way from one year to more than two centuries.

One is the Deep Sea Salvage Corporation. The other is the Submarine Diving and Recovering Company. Both are New York corporations. The first is headed by Harry L. Bowdoin of Bayonne, N. J., who is the inventor of a steel diving suit, jointed at the wrists, shoulders, elbows, hips and knees. He declares it has been tested to a pressure of 300 pounds to the square inch. That is the pressure that exists at a sea depth of 600 feet.

That is a pretty big step in deep sea diving.

Take the case of George D. Stillson, who retired a few months ago from the United States navy with the title of chief gunner and with the reputation of being the best diver the service ever developed. He is associated with Rear Admiral Chester and Percy Rockefeller and the other financiers in the Inter-ocean Submarine Engineering Company.

Stillson was in charge of five divers sent to Honolulu a year ago to raise the submarine F-4. They broke all records for deep sea diving, five descents being made to a depth of 306 and eight to a depth of 275 feet. The best record before that time was 274 feet.

That means Bowdoin has accomplished something in the way of preparing to salvage sunken treasure if he has a diving suit that will enable human beings to go down 600 feet. And right in the same connection, Mrs. Goodman and her associates are prepared to break a few records, too. For they say their inventions will enable divers to go down 400 feet.

W. S. Boyd, of New York, is the head of the other corporation—the Submarine Diving and Recovering Company. His organization, he says, has perfected diving suits after four years of experiments that will enable divers to work in the open sea for five, six or eight hours as far down as anywhere from 212 to 300 feet. Each one of their diving suits weighs more than a quarter of a ton, just 550 pounds, but that weight melts away to actual buoyancy when the wearer of the suit drops down into the sea's depths.

Fabulous dividends like that are not so fantastic when one considers the list of golden wrecks that have gone untouched because the old-time treasure hunters were neither equipped with modern diving devices nor with the proper financial backing to make their expeditions successful. They worked with crude tools. These present day artisans at salvaging the ocean's treasure are planning to work with tools that present the acme of scientific and engineering progress.

A consideration of a partial list of sunken treasure ships brings one first of all to the wreck that has always been the initial objective of sporadic treasure expeditions of the past few years: That is the wreck of the Ward liner Merida, which went down off Cape Charles with \$1,000,000 in treasure aboard when she was rammed by the Admiral Farragut on May 12, 1911. The Merida lies in 300 feet of water sixty-five miles off Cape Charles. Her cargo consists of \$500,000 in silver bars, \$300,000 in gold and \$200,000 valuables of passengers.

Another cool \$1,000,000 is locked in the shattered wreck of the Lusitania, torpedoed May 7, 1915, twelve miles south of Kinsale, Ireland, in 270 feet of

water. Her million dollar cargo consists of gold, jewelry, copper and brass, to say nothing of several million dollars' worth of securities.

Five times as much—a round \$5,000,000—is in the hulk of the steamship Oceana, sunk in collision off Beachey Head on March 16, 1912, in 210 feet of water. Her \$5,000,000 is in gold and silver specie, part of a loan to China.

Then there is the steamship Islander, sunk in 320 feet of water off Juneau, Alaska, with \$2,000,000 in Klondike gold aboard. Going back a few years, but with the treasure still intact according to deep sea experts, there is the steamer General Grant, wrecked off the coast of the Auckland Islands in 1836 in eighty feet of water, with \$15,000,000 in gold and bullion aboard.

Another \$15,000,000 lies waiting for the hand of the retriever in the hold of the flagship Florentia, sunk off the coast of Scotland. There is \$800,000 on board the Pewabic, 160 feet below the surface of Lake Huron, and the Toledo society woman thinks it's worth going after. Then there is an eighth wreck, its identity not disclosed, which the backers of the Submarine Diving and Recovering Company declare has \$200,000 in treasure on board.

Besides these there is the British frigate Lutina, lost on a shoal in the Zuyder Zee off the coast of Holland, in 1799, with \$5,000,000 in gold and silver in her hold. Part of that was recovered, as late as in 1912, 133 years after the vessel sunk, when dynamite and huge magnets were used to wrest the treasure from the deep.

Three other treasure ships include the Alphonse, sunk off Port Gando with \$400,000 in Spanish coin; the Skyro, sunk in 246 feet of water off Cape Finisterre with \$500,000 in silver bars, and the Hamilla Mitchell, lost on the Lenconna Rock, near Shanghai, with specie worth \$700,000, part of which has been recovered.

Another richly laden wreck is that of the Spanish galleon Santa Margarita, which in 1597 sailed from Santo Domingo with \$7,000,000 on board and was wrecked in Mona Passage, near Porto Rico. Although that was 319 years ago, treasure hunters have hopes. Her location was discovered in 1908 and a group of Harvard men sailed on a yacht to try to salvage her. But they were wrecked in May of that year, and gave up the search.

Fourteenth on the list of treasure ships is a group of vessels lost at sea 214 years ago. They comprised the famous fleet of seventeen Spanish galleons sunk in Vigo Bay, Spain, by the British and Dutch fleets in 1702. They had \$140,000,000 in gold aboard, in transit from the western hemisphere. Of this only \$20,000,000 was ever recovered from shallow waters.

WHO'S GUILTY?

AUTHOR OF "THE SILVER BUTTERFLY," "SALLY SALT," "THE BLACK PEARL," ETC.

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MRS. WILSON WOODROW

NINTH STORY

The Weaker Strain

When Tom Price asked Laura Belden to marry him, he set forth to her the following account of his fortune:

"In two things," he said, "I am a multimillionaire—in love and hope. As far as actual cash goes, I've nearly seven hundred dollars. As for prospects—a fairly efficient young architect ought to be able to pick up a living, even in a small up-state town like this. All I ask is a chance. And, some day or other, that chance is bound to come."

Perhaps a more mercenary girl than Laura would have hesitated a long time before linking her life to a man of such meager prospects. But Laura Belden was anything but mercenary.

So they were married.

They set up light housekeeping in a tiny house that Laura made very pretty and homelike. And Tom spent eight hours a day (in his cheap little office with its glaring new sign) waiting for the big orders that were to make him rich and famous.

The orders, it is true, seemed in no hurry to arrive. But Tom waited, hopefully. As for Laura, she outdid Tom himself in the art of hoping. It would not have surprised her at all to learn, any day, that her wonderful husband had secured a contract to design a cathedral; or at the very least a pork king's summer palace.

Meantime, Laura went on with the study of music, which she had taken up long before her marriage. She had a really unusual lyric soprano voice. And Professor Sargent, her teacher, prophesied a great career for her.

At last came Tom's longed-for "chance." A small office building was going up at the corner of Temple and Maple streets. And, among fifteen architects' bids for the job, Tom Price's was chosen.

He was radiant with delight.

One morning as the Prices sat at the breakfast table, Laura said, rather wistfully:

"You aren't the only member of this family who has a 'chance,' Tom. Only you can take advantage of yours. And I have to reject mine."

"What do you mean?" asked Tom, looking up, curiously, from some notes he was scribbling on the back of an envelope.

"Yesterday, when I went to Professor Sargent for my lesson," said Laura, "he made me a splendid offer. He wants me to go on a concert tour."

"Concert tour?" echoed Tom, frowning. "Nonsense!"

"I was afraid you'd say so," she sighed. "I told him you wouldn't allow me to. He was ever so disappointed. He said it was one opportunity in a thousand. You know Paul Legrand, the composer?"

"No," snapped Tom, "and I don't want to. He has a name for making love to every woman under fifty and over fifteen. I've no use for lady-killers."

"I mean," she corrected, "you know his work. You like his songs, too. Professor Sargent has given me dozens of them to learn. He says they fit my voice better than any others and that I sing them better than any other soprano."

"You sing everything better than anyone else can, little girl," put in Tom, "and—"

"And yesterday," continued Laura, "Mr. Legrand happened to be at the Sargent studio when I was taking my lesson. Professor Sargent made me sing several of his songs. And Mr. Legrand went wild over the way I sang them."

"The puppy!" grunted Tom. "Of course, he'd—"

"Then he called Professor Sargent aside," went on Laura, "and they whispered together for a long time. Then Professor Sargent came back to me and said that Mr. Legrand is planning to finance a concert tour to push the sale of his own songs and that he has been looking everywhere for the right soprano to sing them. As soon as he heard me, he decided no one can do justice to the songs as I can. And he wants me to make the tour. He's to play the accompaniments himself. The tour starts in two months. Oh, Tom," she finished, in childlike appeal, "can't I go? I want to, so much!"

Tom Price came around to his wife's side by the table. She had risen. He put his arms tenderly around her, as he made answer:

"Sweetheart, I feel like a brute, to refuse you anything in the world. And if it were really for your happiness, I wouldn't stand in your way for one moment. But it isn't, dear. The truly happy woman is the woman with a home and a husband of her own. Not the woman who must knock around the country on stuffy trains and sleep in cheap hotels, picking up a living as a singer or an actress."

"Just as you say, Tom," she agreed, meekly.

He kissed her good-by and hurried off for his morning inspection of the new building.

Laura looked from the window, watching until he was out of sight. Then she turned back to her household duties. She carried a heavy heart all morning, as she realized the hope she must throw away.

She carried a far heavier heart during the weeks that followed. For, at noon, Tom Price was brought home to her on a stretcher—senseless, inert, terribly injured. The ambulance surgeon, who escorted the stricken man, told Laura the story of the accident.

Tom had been standing on an upper-floor framework, watching the unloading of an elevator of brick and mortar when the elevator rope broke.

A workman who was still in the elevator had leaped for the scaffolding to save himself from a fall. Tom had sprung forward to catch him. The workman's convulsively outflung hands had dragged Tom from his precarious balance at the edge of the elevator shaft. Together, the two men had fallen to the ground floor.

Both had been picked up unconscious. Tom had recovered his senses long enough to whisper a demand that he be taken home instead of to the hospital.

The surgeon reported that Price's right leg had doubled under him in the fall, sustaining a compound fracture in two places. Also that he was a mass of contusions and abrasions and might perhaps be injured internally, as well.

Laura installed herself as assistant to the two trained nurses the family doctor brought. Specialists were called in to determine the extent of the internal hurts. And the dreary routine of sick-room life began.

The little nest egg in the savings bank melted as if it had been a snowball on a hot stove.

Two months had passed since the accident. Tom, fully dressed at last (but with his bandaged leg stuck straight before him on a bench and his crutches at his side), sat in the little living room of

the flat. It was his first day outside his own room. And he glanced about him in perplexity.

"This room seems, somehow, changed, since I was out here before," he said to Laura. "It's different and—barrer."

She hesitated an instant, then said, very quietly: "It's the absence of my piano that makes the room look queer."

"Your piano?" he repeated; "that's so. Where is it?"

"I sold it. Last week."

"Sold it? Are you joking?"

"It isn't much of a joke," she replied, "at least, not to me."

"But why did you do such a thing?" he demanded.

"Why did you sell it? You were so fond of it. And you needed it so, in your practicing."

"There won't be any more practicing, just now," she told him. "I have stopped my music lessons."

"But I don't understand," he stammered. "They meant so much to you. They and your piano."

"Dear," she said, softly, "they meant nothing to me—nothing at all—compared to your precious self. Our money ran out. You had to have the right food, the right medicine, the right nursing. There was only one thing left to do. So I gave up my expensive music lessons. And I sold my expensive piano. When the piano money is gone I will try to figure out some new way to meet expenses until you are strong enough to work again."

A mist of tears arose in the eyes of the illness-weakened man.

"You sacrificed your beloved piano for me!" he muttered, brokenly. "Oh, darling, how can I ever make up to you for that?"

"By not thinking about it any longer," was her cheery reply, "and by getting well again as soon as

"You misunderstand me," answered Sargent. "I meant to say—"

But Legrand cut him short, by interrupting:

"Look here, Mr. Price, let's speak plainly. I've made inquiries about you. I learn that you're flat broke, that you've got nothing laid by—in short you're up against it, and with no hope of going out to make a living for some months to come. I—"

"That is my affair!" snapped Tom.

"It isn't," contradicted Legrand. "It's your wife's. It's she who suffers by it, a long shot worse than you. All this snug old-fashioned talk about a wife's place being in the home may be correct enough, as long as her husband has a fairly comfortable home to give her. But you can't give her anything. Sargent says she has even had to sell her piano to keep you from starving. If you were a musician you'd understand what that means to her. It's like giving up her right hand. You can't give her anything. She'll starve to death with you. Yet you refuse her a chance to make a living and a reputation."

"You are mistaken," said Tom, coldly. "I am giving her a chance to keep her reputation. As for my not being able to provide for her, that is no concern of yours."

"Tom!" protested Laura, troubled at her husband's rudeness to their guest.

"Price's eye met hers. He saw, in her face, the sharp disappointment involved by his refusal. He recalled all she had done for him—all she had suffered and sacrificed on his account—all that this 'chance' meant to her."

Moreover, he reflected, what right had he to refuse her the opportunity to make a livelihood, now that he could no longer earn one for her?

"How long is the tour?" he asked, hesitatingly.

"Ten weeks," replied Legrand, with sudden eager-

Owing to her personal success the tour's receipts swelled beyond Legrand's most airy hopes. Laura's percentage of the profits assumed a size that dwarfed the memory of all the money she and Tom had ever possessed. Her month's salary alone, apart from percentages, was more than poor Tom Price had earned in a year.

Throughout she did not let victory go to her brain or make her other than the charmingly girlish and simple woman she had always been. Her daily letters to Tom were full of innocently vain accounts of her triumphs, but they were also full of the almost maternal love she bore the invalid, and of her longing to be with him once more.

One cloud alone—apart from absence from Tom—marred the sunshine of the trip. From the outset Legrand had assumed toward her an air of half-protective tenderness, that was so subtle as to render it difficult to prevent and still more difficult to resent.

He was always at Laura's side, under some pretext or other, always guarding her welfare and looking out for her comfort, beyond that of the other members of the troupe.

Legrand's manner toward her was wholly deferential, but it was proprietary, too. Laura felt that the other singers and the manager must certainly draw erroneous conclusions from it. Yet she could do or say nothing to deter her admirer.

Legrand was a shrewd student of womankind, and a pastmaster in the art of love-making.

He said nothing—he did nothing—that could give her cause for anger or for reproof. Yet always, he wove about her a subtle web of attentions that was daily becoming stronger and less easy to escape from.

Vaguely she felt this. But she could do nothing

lieve my wife comes to your suite at all. I believe you're lying. I—"

"When I talk to a drunkard of a crazy man," scoffed Legrand, "I don't resent things he says. But if you want any proof," his insolent gaze roved over the room, "that's a handkerchief of hers lying on the piano yonder."

Tom swooped down upon the handkerchief, shaking it out and holding it to the light. In one corner it bore Laura's familiar monogram. The husband let it flutter to the floor.

"What are you doing here, anyway?" asked Legrand, well pleased with the impression he had created. "She told me you were still too lame to walk."

"The doctor told me my leg was sound again three days ago," said Tom. "I didn't write her about it. I ran on here instead to surprise her. She—"

"I'll surprise her," assented Legrand, with a sneering grin, "though maybe not quite in the way you were fool enough to hope. She counted on your being tied by the leg in your own little rube town for another two weeks at the very least. She said she was counting on that much more vacation anyhow."

"She did not say that," said Tom, lifting his head and staring dazedly at his tormentor. "You lie."

"I told you I pay no attention to lunatics' ravings," returned Legrand. "But now you're here there is something I do want to say to you, if you have sense enough to understand me."

"I want to hear nothing from you. I—"

"But you'll have to hear it just the same," resumed Legrand. "It concerns your wife. I love her. She loves me. We want to marry. You stand in our way. In the way of her happiness. Have you manhood enough to set her free so she can be happy?"

Tom gaped dully at him, scarce comprehending. Legrand, raising his voice a little, as though addressing a deaf man, continued impatiently:

"Will you set her free? Or are you cur enough to go on for life, living on her earnings? We are willing to pension you if you insist on such blackmail. But—"

He got no further. With a wordless yell of fury Tom Price leaped forward. His left fist caught Legrand squarely on the point of the jaw.

The composer crashed to the floor like a felled ox, and lay quivering and senseless at Price's feet.

With scarcely a glance at his foe, Tom strode from the suite. Along the corridor he reeled, his brain afire. Around a corner he went blindly, aimlessly, then around another. Presently he found himself at a stairhead. Without waiting for the elevator he lurched down the two flights of stairs to the lobby. There he sank into a chair and tried to think clearly.

It was a long time before his brain could be forced into normal reasoning. Then, bit by bit, he began to review the scene he had just enacted with Legrand. And on cooler reflection, Tom was more and more impressed with the belief that the composer had been lying to him.

None of Price's memories of Laura bore out Legrand's vile hints. She loved her husband. She had solemnly promised to be true. She would not break her pledged word. For some purpose of his own Legrand had tried to blacken her in Tom's eyes.

"That man needs a good deal worse thrashing than I gave him," muttered Price at last, getting to his feet. "And I'm going back to give it to him. I'll hammer him into confessing the truth about Laura, even if I go to jail for it."

He retraced his steps toward Legrand's third-floor suite.

The composer in the meantime had gradually recovered from the knock-out blow.

A tap at the door aroused him, and cleared his muddled brain. For he recognized Laura's voice calling for admittance.

"Come in," he answered.

"Where is he?" queried Laura, eagerly looking about her.

"Where is—who?" he evaded.

"Where is Tom? I met the manager in the hall just now. He says Tom is here and that he came to your suite to find me."

Legrand was doing some rapid thinking, despite his brain's jured condition. He had lost his carefully planned game. Tom's arrival had spoiled everything. And more than probably when Laura should hear what had passed between her husband and himself, she would abandon the tour. Unless—unless she really loved Legrand. And that must be decided at once.

"Where did Tom go?" she was asking.

Without answering, Legrand, caught her in his arms, and held her there despite her struggles. He sought to raise her face to his. She pushed him back, but he grasped her more closely to him.

Her outflung hand fell by chance upon the hilt of the dagger that lay on the piano. Her fingers closed convulsively about it.

Scarcely realizing what she did, and thinking only to fend off the hateful face that pressed so fiercely toward her own, the frantic woman struck out wildly at the man who had seized her.

Legrand's grip relaxed. He gave a coughing gasp, then collapsed in a lifeless heap at her feet.

Laura, still holding the dagger whose keen edge had severed Legrand's carotid artery, looked down blankly at the dying man. Seeing the blood on the blade she shrieked—again and again, until the whole corridor re-echoed with her cries.

Tom Price, nearing the suite door, was first of fifty running people to reach the spot. As he entered the room Laura dropped the dagger and ran toward him with arms outstretched.

"Tom!" she wailed hysterically, "oh, Tom! I have come back to you at last. You were right when you said this was no life for me. Take me home!"

"Here!" rasped the house detective, rushing into the room at the head of a dozen guests and servants, "what's the trouble?"

He caught sight of Legrand and of the dagger at his side.

"Who did this?" he demanded, whirling about to face Tom. "Was it you?"

"Yes," answered Tom evenly, "I did it. I'm ready to pay. It was worth—"

"He did not!" screamed Laura. "It was I! I killed him!"

"Come along, both of you," ordered the house detective, pulling handcuffs from his pocket. "It's up to the court to decide which of you is going to the chair. All I've got to do is to turn you over to the cops. Come along!"

(END OF NINTH STORY.)



1—"Mr. Legrand Went Wild Over the Way I Sang Them."
2—"I Have Stopped My Music Lessons."
3—Her Fingers Closed Convulsively About It.
4—"I Did It, I Am Ready to Pay."

you can. The doctor says you will be able to walk in another month or so. Isn't that splendid?"

"In a month or two," he supplemented, "I shall have to go limping around in search of work. For, Doctor Sprague tells me, the Stuytloff Construction company went, last week, into the hands of a receiver; and the Lord alone knows when I'll get any money on what they owe me for designing that miserable building for them."

A ring at the doorbell interrupted her. She answered the summons, admitting two men.

Tom recognized the older of the two visitors as Professor Sargent, his wife's singing teacher. The younger was a strikingly handsome man, scarcely thirty years old; and with a graceful, self-assured manner which jarred on Price.

Laura welcomed the newcomers cordially. Professor Sargent was warmly sympathetic in his greeting to the invalid. Laura introduced the stranger to Tom, as "Mr. Paul Legrand."

Professor Sargent came at once to the object of the visit.

"Mrs. Price," he began, "this is probably no sort of time to come here talking business. But Legrand badgered me until I consented to. His tour starts in a week. He still declares that no soprano but yourself can do justice to those songs of his. And he seems to think I have enough influence over you to make you change your mind. He also authorizes me to add twenty-five per cent to the terms he offered you before and to promise you, as a bonus, a percentage on the receipts."

"I'm afraid it's no use, professor," said Laura, her sweet voice vibrant with a regret that did not escape Tom. "My husband does not—"

"Mr. Price!" broke in Legrand, impulsively, "perhaps you don't realize what this means to your wife. As a mere business man, you may not know that I am just now one of the most popular music composers in America. The concert tour is to exploit my songs; sung as I intended them to be sung. I, myself, shall be at the piano. That, by itself, insures the success of the tour. I am offering your wife an opportunity for which many lyric sopranos of established reputation would be humbly grateful. I am conferring a high honor on your wife by asking—"

"The highest honor a man can confer on another man's wife," interposed Tom, "is to let her alone. At least, that is the way I regard such things. I may be hopelessly old-fashioned. But—"

"You are," Legrand assured him, quite untouched by the snub, "and, let me tell you, if she sings in these concerts of mine, and if she scores a success in them, her fortune is made. She will be besieged by offers from managers. She—"

"That is true, Mr. Price," said Professor Sargent. "It is stated rather less modestly than you may care to hear it. But it is entirely true. Mrs. Price will not only receive far higher terms for the tour than ever I have known an untitled singer to get, but she will also have a chance to make a name for herself. A name that she can coin into money. With a voice like hers—"

"She has already made a name for herself, sir," retorted Tom. "She made it at the altar. The name of 'Price.' Not an exalted name, perhaps. But I believe and hope she is quite content with it. She needs no other."

ness. "We open next Monday night in Galveston. We close in New York just ten weeks later."

"Tom!" cried Laura, joyous incredulity bringing a flush to her cheeks and a new light to her eyes, as she read Price's expression. "Tom! Do you mean you are really going to let me go?"

Tom nodded, in silent wretchedness.

"Good for you, old man!" applauded Sargent.

"I congratulate you on coming at last to your senses, Mr. Price," added the delighted Legrand. "You will never be sorry for this. I thank you with all my heart."

"I don't want your thanks," growled Tom, ungraciously. "I'm doing this on my account. Not on yours. I owe it to her. And I pay my debts."

Three days later Laura Price set forth from home to join the Legrand Concert company at Galveston. Tom could loathe painfully around the flat by this time. The funds from the piano's sale would provide for him, for the present, and for the wages of an elderly woman who had been hired to keep house for him in his wife's absence.

Before the ready money should be gone the family exchequer would be re-enforced by such sums as Laura could forward to him from her salary.

Laura was jubilant. Her life-dream had at last come true.

"It's for Tom! It's all for him! It will be his success as well as mine."

As for Tom, once having made up his mind, he said not a word to indicate the heartbreak that was his.

From the outset the concert tour scored a genuine success. And the success piled up as the tour continued and as its fame preceded it from city to city.

The bulk of the honors went to the hitherto unknown young lyric soprano, Laura Price.

Before the tour was half ended, she was overwhelmed by offers from managers and agents. Her name and fame and fortune were made.

Why is a Basket?

It isn't It's a Hat.



make it possible to adhere to the trim, semi-tailored styles and the very simple little frocks or those designed on the fluffy ruffle order of which we have gospel measure this season.

Some women never appear to better advantage than when wearing gowns of the former type, and again others feel ill at ease unless flounces and frills are a part of their dress.

It is the part of wisdom, however, to choose comparatively simple styles for morning hours, whether one stays in town for the greater part of the summer or spends the holiday in the country or at the shore.

There is always much shopping of one kind or another to do which necessitates traveling by car, train or motor, and then there are innumerable other occasions when a frock designed on semi-tailored lines is not only more comfortable, but more practical, since there are no ruffles and other fripperies to crush and catch the dust.

Many of the prettiest summer frocks are fashioned of striped materials, organdies, lawns, batiste, voiles and linens. As a rule white or the color of the stripe is introduced by way of trimming.

Green is much admired and promises to be exceptionally smart. Blue, light and dark, gold, pink, raspberry, gray and violet are paraded on white and light colored grounds.

Where only a small amount of white is desired, reserve this for the chemisette, collar and cuffs. Make the front plain opening, straight or surplice style over the chemisette, the sleeves long or short with or without cuffs. Put in three tucks in the skirt with a narrow hem or cord on the edge or bias bands of striped material with the girdle of self-matching material or ribbon.

A French model that has been variously employed for all sorts of materials has a long skirt with heading that comes above the normal waist line, and on each side drops a little ruffle in the form of a peplum. The short waisted bodice has a deep U opening, and the shoulder seams lap over in front, showing points, on each of which rests a pearl button.

Beneath is worn a dainty blouse of sheer organdie with a wide, expansive collar, closing under two pearl buttons.

Pockets may be added to the skirt if desired.

An exclusive model on moyen age lines which comes from abroad is shown in the first sketch, and is adaptable for most any weave or combination of weaves. Taffeta may be employed with organdie, linen or silk muslin or silk and cotton crepe.

The moyen age bodice with wide armholes is of the figured material, which also forms the narrow band trimming around the skirt of irregular outline. Fullness of the skirt is arranged in clusters in front, at the sides and in back. A pocket is set half and half on the skirt and bodice. The material here is a striped gabardine selling for 50 cents a yard. The underblouse may be organdie or sheer lawn, having the new standing collar and a line of buttons unbroken from the top of the collar to the end of the bodice.

This same model fashioned of green striped fine linen with white linen would be most charming. The neckline could be arranged either high or low.

Another model equally well adapted to a variety of modish summer fabrics, silk, cotton or linen, appears in the third sketch. This is far more simple to make in the home sewing room than the first one. The plain bodice opens over a hand-embroidered vest of organdie that passes below the waistline, thereby showing up a new detail. Buttonholes on one side and buttons on the other offer a simple decorative trimming.

The fullness of the skirt is massed to the sides and back. One band with cord edges, trims the skirt above the hem. More of these may be added or graduated width if desired.

The original model was of finely twilled French pique with contrasting silk girdle. Voile in white or color, summer serge, poplin, gabardine, taffeta or silk muslin would make a serviceable gown.

A model that will serve as a sports costume or dress for general wear for country or shore is presented in the center illustration. This frock is in the same class with the other two, inasmuch as it is not limited to a few materials.

In pongee, or, better still, a shantung with bands of plain taffeta in green, dark blue or black, this model would give excellent service. Both a plain and striped pongee, preferably with several colors, as Roman stripes combined, would be very modish. The yoke on skirt and waist could be of the figured material with bias bands for trimming. Batiste or organdie could be employed for the lower part of bodice and waist with the yokes of linen or pique. Taffeta and serge could thus be combined for wear on cool days.

Plain and figured gingham in stripes, checks or plaid would make a charming little morning frock. Eyelets are made in the collar through which a tie with tasseled ends is drawn.



THE BLUE AND GRAY MODEL

THE "PAPER BASKET" HAT

CAN a waste paper basket be made into a hat, as the comic supplement artists intimate?

It requires a stretch of rattan material rather than a stretch of the imagination; but it is very easily done when one knows how. At least, so it would appear; for the "Waste Paper Basket" hat has arrived!

Not that it looks like a basket—except that it is made in the same material. Plain ribbons embellish a brightly colored loose basket-weave effect, which, even though it may sound clumsy, is really remarkably becoming to almost any style of beauty.

These new hats usually go with light white outing dresses, of which one sees so many these days. They also are fetching with the new combination garments in blue and gray. Incidentally, blue and gray afternoon gowns are all the rage in London. They are made in varying shades of blue taffeta trimmed in gray Georgette crepe. Embroidered shaped panels on the front add a touch of relief. The new bits are declared to be taking London by storm.

Weddings and garden parties, ruffled cotton frocks and pretty women demand the large picture hat for summer wear. Probably there is no prettier setting for the drooping hat of straw or lace than the garden party. Lucky the girl who is asked to wear one of these lovely hats as a bridesmaid on a balmy morning in June. She is then the happy possessor of a dress hat to top her summer frocks for the next few months.

Leghorn never really goes out, but some years see it more popular than others. It is being used extensively this year and makes some of the prettiest picture hats. A simple drooping shape is pictured, of a leghorn so fine and pillable that the milliner could not bear to cover it with trimming.

She used, therefore, but a band of black velvet ribbon around the crown, ending in long streamers at the back, and a deep rose posed carelessly on the right side of the brim.

Leghorn is used again for one of these picture hats. This time it is rather well covered with net. This suggests a very attractive way of covering up an old unbecoming crown if the brim is good. Just a tiny bunch of old-fashioned flowers at the left side trim the hat. Blue plectored ribbon is brought from the back of the hat to form a loose chinstrap and hang in one long streamer at the side.

Neapolitan and hair braids of all kinds are very chic for the large hat. This one of a deep cyclamen pink is toned down by the lighter plectored plaque of Georgette crepe which overhangs its edge. A ruche of the plectored crepe and a wreath of tiny mixed flowers encircle the crown. The ribbon is a blue plectored one.

For sheer daintiness the fine black hair is unequalled. It is light as a feather and almost crownless. Thin wires hold it in graceful lines. The heavy ribbed ribbon which forms the side of the crown is of chartreuse, a favorite combination with black. Wheat and roses form the nosegay. The top of the crown is a thickness of black tulle which allows the hair to shine through very becomingly. These crownless hats promise great vogue.

A sumptuous combination is found on the hat of soft black hemp. The crown is a white silk covered with a fine black net. Chantilly lace is draped to hang several inches below the brim. American Beauty roses and ribbon bows of the same rich shade give the color note.

Surely these five hats form a most attractive offering to present against the ravages of old Sol.

The extreme latitude prevailing in summer modes

Dead Soldier's Diary, Found on Battlefield "Somewhere in France"

SCRAPS of paper, torn envelopes, old letters, are repeatedly found on the battlefields in France by the corps of medical attendants and nurses of the German army and many of them contain bits of autobiography—diaries, as the soldiers who have been slain in battle. In many instances these are human documents, well written, and telling graphically of the life of their writers previous to the receipt of the wound. The following from "Somewhere in France" recites the experiences of one of the German soldiers, name unknown, who saw much of the hand-to-hand conflict which has featured the fighting in that section:

For four months we lay in the trenches, always the same scene around us. We feel like birds in a cage; we are longing for a change and anxious to see a shift of the staging about us. We imagine so often that a fresh attack on the enemy before us

would mean so much to relieve the strain and the monotony.

"Sometimes we get this change, if only in small consignments. Recently this wish was fulfilled. We had received orders to leave the trenches and drive the enemy out of their positions. Our first three lines were so successful in their attack that we feared they would accomplish the end desired and that we would not be called on. More than 300 prisoners were led past us by our victorious brother soldiers, but the real fun was yet to begin.

"The territory was open—dotted by only a few scattered huts. They looked peaceful, these huts, but what disaster lay in them we were yet to know. Machine guns had been built into the windows and each house had to be stormed separately. Our company had bought the initial victory quickly, but at the cost of many a brave comrade.

"As our lines advanced to follow up the first victory we were stopped behind some bushes, out of

sight of the enemy, and then ordered to march on the first hut from three sides. And from each of the three sides we were met by violent machine-gun fire.

"Lieutenant Hornhoff of Dresden, the leader of our company, was one of the first to be shot down, mortally wounded. As we rushed forward in the face of the deadly fire, Private Karl Buch of Leipzig attempted to carry our officer, who had fallen, from the range of the bullets. The next morning, after the decisive victory, we found Buch lying dead across the lifeless body of his superior.

"The days of March 8 to 12 will be forever memorable in those who have the good fortune to leave here alive. An offensive of the enemy had slackened somewhat, but they were still drumming our positions with their largest calibered guns. Our newly-dug trenches, very flat because of their newness, were especially the aim of the enemy's heaviest artillery. Through the use of flying machines they

had found the range of our positions, but the incessant firing proved ineffective because of the German nerve.

"During the afternoon of the 11th the exceptional violence of the artillery fire told us that a new offensive was to be started. It came. At the moment that the enemy's artillery fire shifted to the rear of our position to cut us off from our rear communications, the French lines were only 60 feet from our most advanced trench. Our first line, which had suffered heavily from the artillery fire, was not strong enough to offer sufficient resistance. It was necessary for the second and third lines to jump to their help. The enemy, believing that it had captured the first position, was tumbled back by the onslaught of the second and third lines.

"As often as I think of this event, the faces of two comrades come before my eyes. Neither of them is alive now to tell of their deed of bravery and courage. They are Staff Sergeant Kurt Tretbar from

Dresden and Georg Werner of Augustsburg.

"These two men headed the rush of the second line to hold our position against the outnumbering enemy. As the French troops fled shot after shot from the rifles of these two men found their marks.

"Standing, with bared heads and breasts, Tretbar and Werner met their fate. Both of them were teachers in their private lives, and by their deaths they are preaching love of the fatherland to the children. They proved their belief in it by the manner in which they died."

New regulations of the United States steamboat inspection service require persons to be 21 years old before being licensed as masters or chief engineers.

Operated by a gasoline engine, an Illinois inventor's post hole digging machine is claimed to do as much work as fifteen men could with hand tools.

BEFORE THE AUDITORIUM CAME

By ARTHUR LEWIS.

ON the site now occupied by the Municipal Auditorium there stood many years ago two quaint and, for their time, well-known structures. Separated by about 600 feet in distance, but about 600 miles in atmosphere, they sat serenely on their respective sites season after season and waxed exceedingly well, until that all-invading force known as progress laid them low.

They were known, respectively, as the house of Blaze and the shack of Deasy. The former was situated on Twelfth street, where Fallon cuts in today. In those days it was known as the Twelfth Street dam, and was a rickety, dusty old composed of fill in over piling. It was the only earthen road connecting Oakland with the country beyond, and just at the commencement of it stood the house of Blaze.

Over the dam passed every known make and vintage of vehicle, most of them drawn by nags that were no slower than three minutes, and many stepped off at 2:30, for those were the halcyon days of horseflesh.

MANY VIANDS.

The house of Blaze was the first road house of the many dozens that marked the way beyond; although it was situated in the city, its fame as a restaurant caused many vehicles to stop at its doors. Mops, Blaze was a past master at tickling the palates and satisfying the stomachs with good things to eat and drink, for those who knew.

The frogs' legs "a la poulette" were confections; the soups nectar; and the salads had the subtle touch of the artist. Therefore, many notables and bon vivants came from far and near to regale and be supremely content.

The house was one-storied and unimposing, with no particular attempt at any style of architecture; a cozy summer garden was attached to it, shaded with elms and somber cypress trees; its neatly graveled walks were bordered with flower beds, and the perfume of the rose mingled with the spray of a splashing fountain.

Snug vine-covered tete-a-tetes flanked one side, a cuisine built in the garden, a studio as it were where the artist chef prepared his wonderful dishes, and out of whose doors white-aproned garçons hurried, bearing up and away laden trays, leaving a swirling wisp of savory vapor in their wake.

And so it was with the house of Blaze.

WHERE DEASY DWELT.

Further down the road the shack of Deasy catered to its own particular clientele. While it was never a rival to its French neighbor, it was contemporaneous, and its patrons snatched their chops with quite as much gusto, over an entirely different menu.

The shack of Deasy was as different from the house of Blaze as day is from night. Its history is rather newswy. It seems, as the story goes, that a Scotchman named Muir begged, borrowed, stole or bought an old barge and floated it at high tide up the arm of the estuary, which is the outlet of Lake Merritt, until he bumped it into the Twelfth Street dam.

Seeing the road house possibilities, and possibly wishing to put a crimp in his neighbor, he built thereon a house, for the purpose of conducting a cafe and restaurant. It was run by a man named Dickey with not much success.

Along one day came a product of Ireland, Deasy by name, who stuck some scantlings into the mud alongside Muir's barge and built thereon a restaurant.

A VISITOR ARRIVES.

One rainy day while seated in his barroom, the door opened and in jumps a wild-eyed Scotchman, wet inside and out, and looking for the blood of the man who jumped his claim.

It was Muir; he had heard of the new rivalry, and by the right of original possession, thought he had a clear title to all the mud flats in sight, so, boarding a fast cattle train out of Sacramento, where he was living, he came down to throw the interloper into the lake and pull down his castle.

Nothing serious happened, however, for when he threatened Deasy with violence his bluff was promptly called, and he was given five minutes to pass through the door he had entered or have his head blown off. Hibernian and Scotch profanity were freely mixed, however, and it ended in a hand-shaking and a partnership, whereby Deasy was to take over the barge and run it for Muir, in place of Dickey, and thus the shack of Deasy came into being.

It had no summer garden with graveled walks, no roses and violets to scent the air, but the sea breeze from the estuary blew about it, laden with the smell of blige and the salt marsh grasses of the mud flats, in whose pools the sky and setting sun were reflected by day and the moon by night.

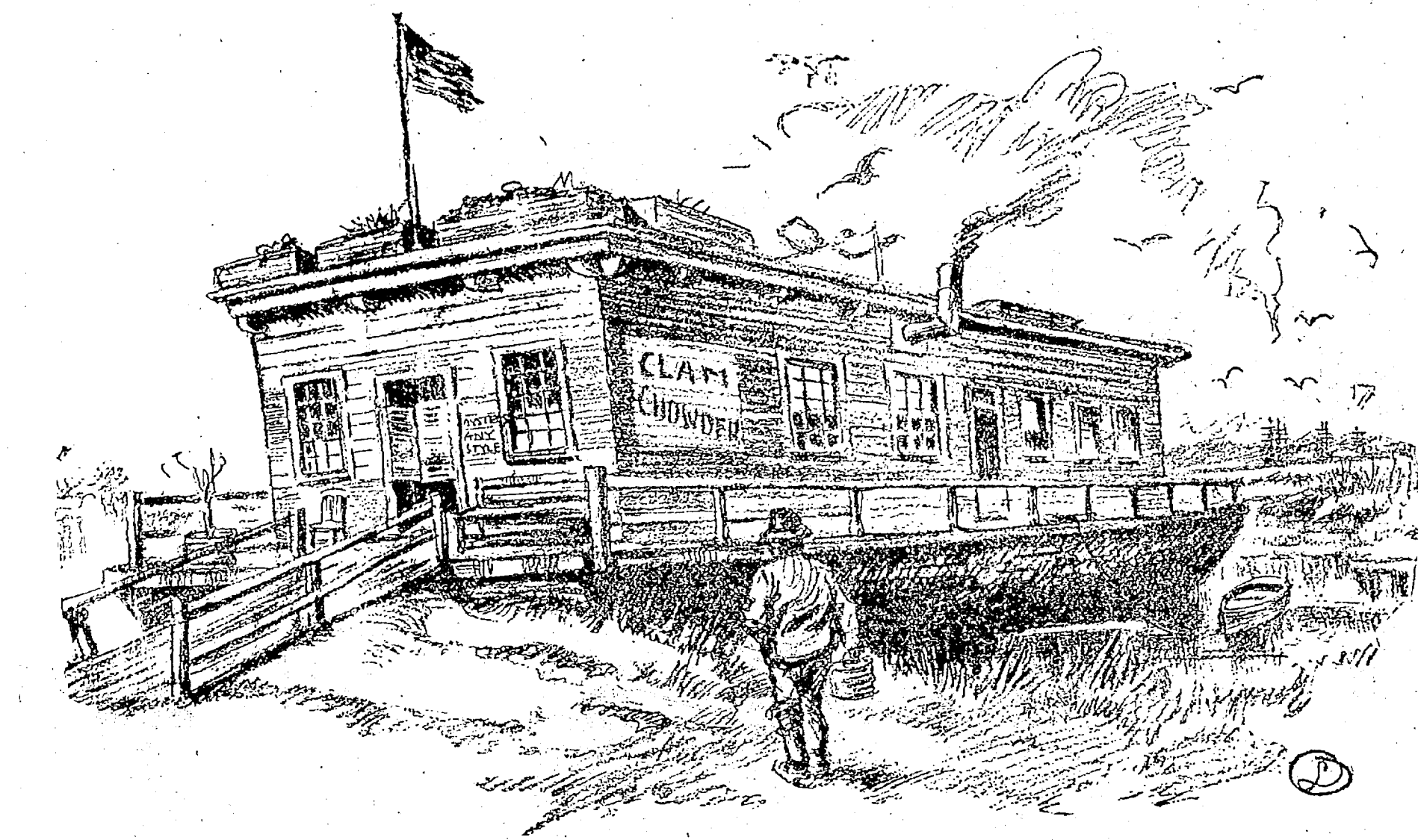
SIMPLICITY IN FOOD.

No splashing fountain or vine-covered arbors it boasted, but the sea birds wheeled and screamed about its roof and the wild duck quacked in its vicinity.

Deasy's piece de resistance was clam chowder, and he had the raw material right at his door, for when the barge had settled on its muddy floor at low tide numerous jets of water told where the clams lay buried, and they were soon boiling in the pot with the other ingredients. What if they were full of sand and gravel, there was plenty of steam beer to counteract that, and as there were no pure food laws in those days patrons of Deasy's were just as content as the gourmand who lolled in Blaze's perfumed summer garden, filled to the utmost with frogs' legs a la poulette.

Often on mellow moonlight nights came floating from the summer garden of the house of Blaze the sounds of revelry, the twanging guitar and melodious voices, while shouts of laughter filled the air as some raconteur got off a good one.

These sounds would float out over the marshes and mud flats and mingle with the uproarious shouts of glee, accompanied by the banging of steam beer glasses on the tables, as the patrons of the shack of Deasy listened to the tale of the Swede whom Deasy had employed, and who one day asked



THE SHACK OF DEASY.

for permission to borrow a hand suction pump to drain out the cellar of the shack, which he observed was full of water.

THUS IN AMITY.

Permission being granted, he walked thirteen blocks to borrow the pump, and after working several hours was persuaded to quit, only when convinced that to empty the cellar of the shack of Deasy he would have to pump out the Bay of San Francisco. It never occurred to him that the water which surrounded the barge also found its way into the interior through gaping seams and holes bored by the toredos.

Thus the two resorts kept the even tenor of their way for years, each serving its own patrons, each famous for its one particular dish. To be sure, if clam chowder were mentioned to the artist who presided over the shining copper skillets and pots in the cuisine of Blaze, the air would be tinged a rich violet with the "sacres" and "bahs" of the chef, whose intelligence would be insulted if asked to concoct something to eat out of the denizens of the mud flats.

On the other hand, if frogs, snails and the like were mentioned in Deasy's kitchen, the expletives that would float therefrom, expressing contempt for anyone who would eat such things, would be blue-pencilled.

And then by degrees things began to change; first came the bicycle, the yellow one-horse car that plodded along the dam about once an hour gave way to swift electric cars, and these forced the drivers of fast horseflesh off the road.

The new-fangled improvements whizzed by the house of Blaze and the shack of Deasy as if in a hurry to get somewhere beyond, and all the old resorts got was their dust.

Finally Blaze went on the long journey and the place fell into other hands. It was known for some time afterward as Rosso's cottage, and was quite well conducted, Rosso being a genius at preparing special dishes for his especial friends.

A GENTLEMANLY CALLING.

But progress had hit the place a knockout blow, and it was never the same; it dragged at the heel until it was down and out; then a wholesale liquor dealer in Oakland got possession of the books of the house, in which he found some well-known names down for various sums for evenings jovially



THE HOUSE OF BLAZE.

spent. The character of the place linked with some of the names would not look very well if given any publicity, so he proceeded to collect; some paid and some did not, so the liquor dealer pocketed

what he could get and went his way.

But the gourmands seemed to have passed away with the original proprietor and the house sadly deteriorated, so, after passing through several

hands, the clam chowder and steam beer sign was hung out, which was the beginning of the end.

The summer garden no longer had its well-groomed appearance, but was partly used as a store-yard for empty kegs and cases; drunken orgies were held in the once rose-bowered summer house, a badger game or two was pulled off, and the once well-ordered resort degenerated into a law, cheap saloon.

But, in spite of all, it never lost the name by which it was so well known, only another letter was added to it, and as the character of the place was closely associated with the devil and his fiery domain, it became known as the "House of Blazes."

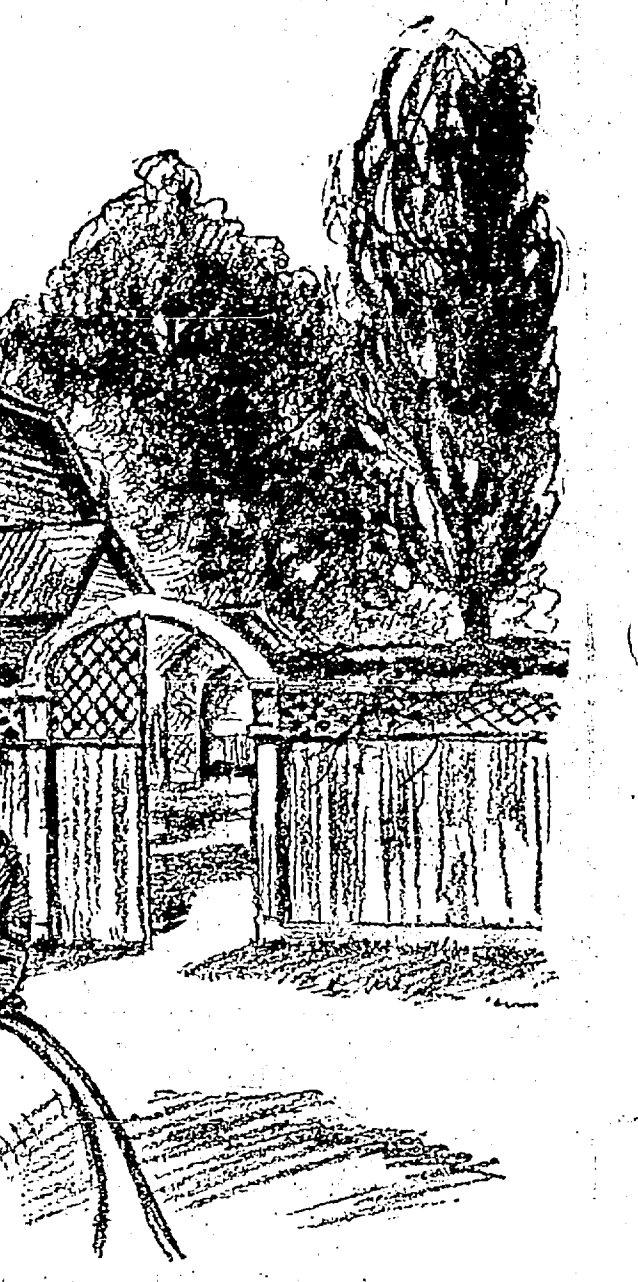
It was finally closed, condemned and soon razed to the ground, passing out of sight forever.

DEASY GOES, TOO.

On the passing of its contemporary the shack of Deasy seemed to mourn out of sympathy; it sank lower and lower in its muddy bed and reeled drunkenly to starboard; the incoming tide gurgled through its rents and rotting sides, making strange moans in the interior of the old hulk; it, too, finally died of inanition, was condemned and went the way of the Frenchman.

Twelfth Street dam is no longer the series of uts and chuck holes it was in those days. It is a well-paved, park-lined, brilliantly-lighted boulevard, over which swift trolley cars speed as if on velvet, while the honk of the auto horn is almost incessant.

But the site of the shack of Deasy and the house of Blaze is no longer to be identified, only by old-timers with a memory for locations, for the entire mud flats were reclaimed and another house, a great building of granite and marble and steel was built on the new ground, and when the sun in his setting is at the right angle in the heavens a huge



shadow is cast by the Auditorium, one edge of which falls on the spot once occupied by the shack of Deasy, and the other edge rests where once stood the house of Blaze.

THE RELICS OF OAKLAND

THINGS intimate with the lusty early history of California the Golden—objects which were actually identified with the loves and lives of the days of gold, and before—form one of the most interesting collection of exhibits housed in the Oakland Public Museum. Not only is it the most interesting, but it is the best liked, the most visited and studied of the many rare collections that are housed in that building that is itself a curio at 1426 Oak street.

There are several hundred articles in this collection, all of much interest to the student of early California history. There are miners' gold rockers, picks and shovels, the rusty edges of which uncovered fortunes in their day; religious relics and family heirlooms of the days "before the gringos came"; guns and pistols that figured in the wars that preceded California's peace era; curious household utensils indispensable to the rude households of those days, and scores of other objects that speak of the nimbus-headed past.

There, protected from dust and curious hands in a big glass case, is the saddle in which Alameda county's first sheriff, Harry Morse, rode in many a famous fight with the outlaws that infested this part of the state. By its side reposes the revolver with which he shot down Joaquin Murietta, the Mexican bandit chief, and which blazed its way through a deal of Alameda's early history.

Harry Morse was a big man in early California history—big as men went in those days. He fought and he laughed and he played with the worst of them and with the best of them. And here are the saddle and the gun with which he did so much of his fighting and his playing. They are surrounded by other relics that were the property of bad men that he captured or to the men who risked their lives as his deputies and assist-

ants in the mad chase after horse thieves which invariably ended in fierce pitched battles. In this same glass case are also unwieldy, cumbersome weapons which were used in the defense of Fort Sutter.

Another grim evidence of local warfare is furnished in "Old Squatter," an ancient piece of ordnance which served as the chief battery of the Americans in the Oakland squatter wars of 1851,

1852 and 1853, when the proud grandees sought to drive interlopers from their rich lands. Ancient, indeed, is this gun, for it was one of the broadside guns of the U. S. S. John Jay, that carried Benjamin Franklin as ambassador to France.

A wood-carved crucifix, grimly, crudely telling the old, old story of the Christ's death, and a virgin and child of the same rough workmanship, are two of the most interesting of the relics in the building. These two holy relics came to California

in 1776 with Luis Maria Peralta, soldier and adventurer, the first of the California Peraltas. Both were carved in Spain in the early part of the eighteenth century.

Luis Peralta left the two quaint relics to his son, Vicente Peralta, one of those among whom the original Peralta had divided his enormous grant of land from the crown. Vicente Peralta resided in fields which are now covered by North Oakland and South Berkeley. The Peralta home itself was at the present site of Fifty-sixth street and Telegraph avenue. Here was established Oakland's first church—the family chapel of the Peraltas—and it was in this first church that these relics were placed.

Another very interesting Peralta relic at the museum is an old Spanish "metate," a stone block and pestle or crude rock roller, used in the mashing of peppers and the grinding of corn. This was used in the household of Antonia Maria Peralta about 1835.

Telling a story of the crudities that surrounded the men and women who carved their lives out of the rock and gold of early California is a chair which responds in one corner of the relic room. This is a hand-made affair, crude, shabby and uncomfortable to the nth degree. It was taken from the cabin of a pioneer on Bear Creek, Butte county, about 1835.

An ancient telegraph instrument—a sender—attracts attention in another part of the room. The rusted old contrivance, clumsy and unwieldy compared to the slender mechanisms of today, was made by the inventor of the telegraph, F. B. Morse. It was made in 1835 and the fingers of the man who made telegraphy possible first manipulated its now-rusted, useless key. The instrument was first used, commercially, in Sacramento in the very early fifties.

BREAD MADE OF BLOOD

Blood, which occurs as a by-product in abattoirs, can now be successfully substituted for milk and eggs in making bread, according to Professor R. Droste, staff apothecary and food chemist of Hanover, who has discovered a method of using de-natured blood.

"As a food substance," says Professor Droste, "blood is rich not only in energy-producing nitrogenous compounds, but in those mineral salts which are so necessary to the body. Unfortunately there is a widespread prejudice against the use of this valuable food material, the smell, taste, color, and even the idea of blood as food being revolting to most persons."

"By using hydrogen peroxide in mixing the 'blood bread' the sanguinary fluid is bleached, sterilized and deodorized. Moreover, the quantities of oxygen liberated when hydrogen peroxide comes in contact with organic matter form a highly effective means of aerating or 'raising' the bread, making the use of yeast or baking powder unnecessary. I have been using bread thus made in my own family for six years, and find it highly satisfactory."

"Blood is used in place of water in mixing up

the dough. Then the peroxide is added. Besides the advantages mentioned, this powerful oxidizing agent kills destructive bacteria in the flour, such as the thread-spinning bacillus, etc. The decomposition products of the HO are, of course, water and oxygen, both of which are desirable constituents."

"I was led to making this cheap, appetizing and body-building form of bread originally by my investigations on the subject of catalytic decomposition. At first I used a 30 per cent solution of ordinary peroxide, but now I use a special perhydrite. The blood is allowed to stand in the ice-box for from 24 to 36 hours. The clots are then removed by draining or filtering. The remaining serum with its rich content of nitrogen and mineral salts is what is used to mix up the bread. It may also be used for all sorts of cakes, biscuits and fancy breads."

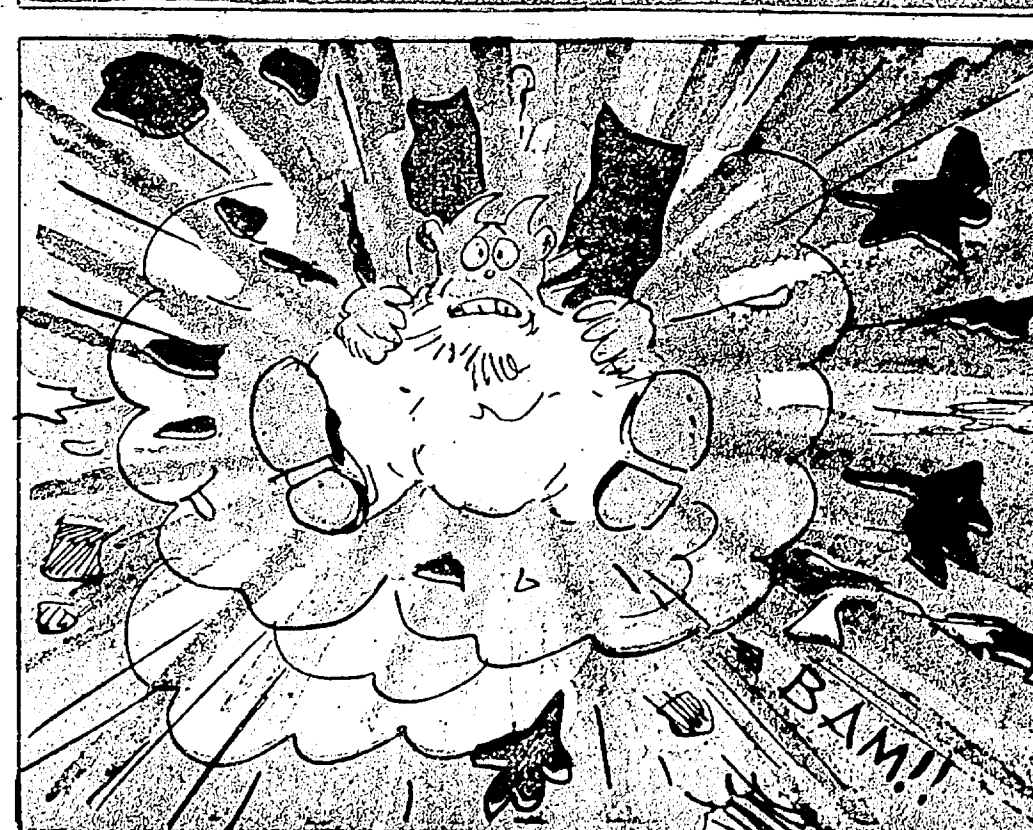
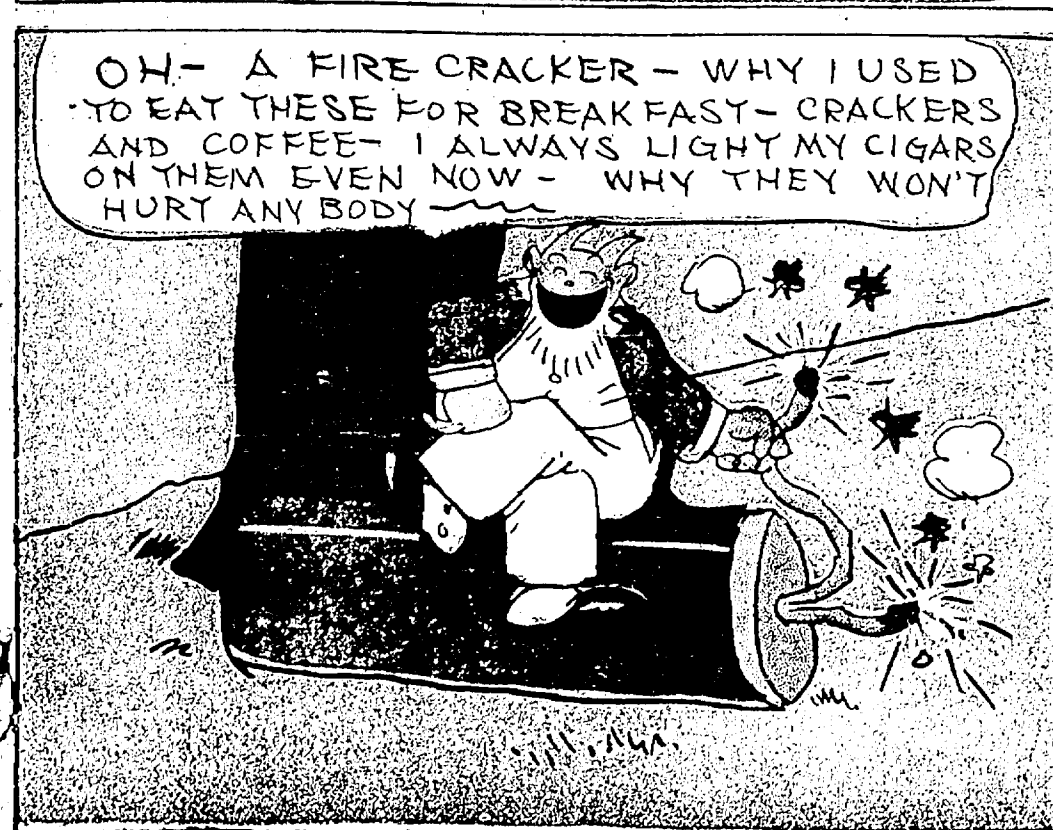
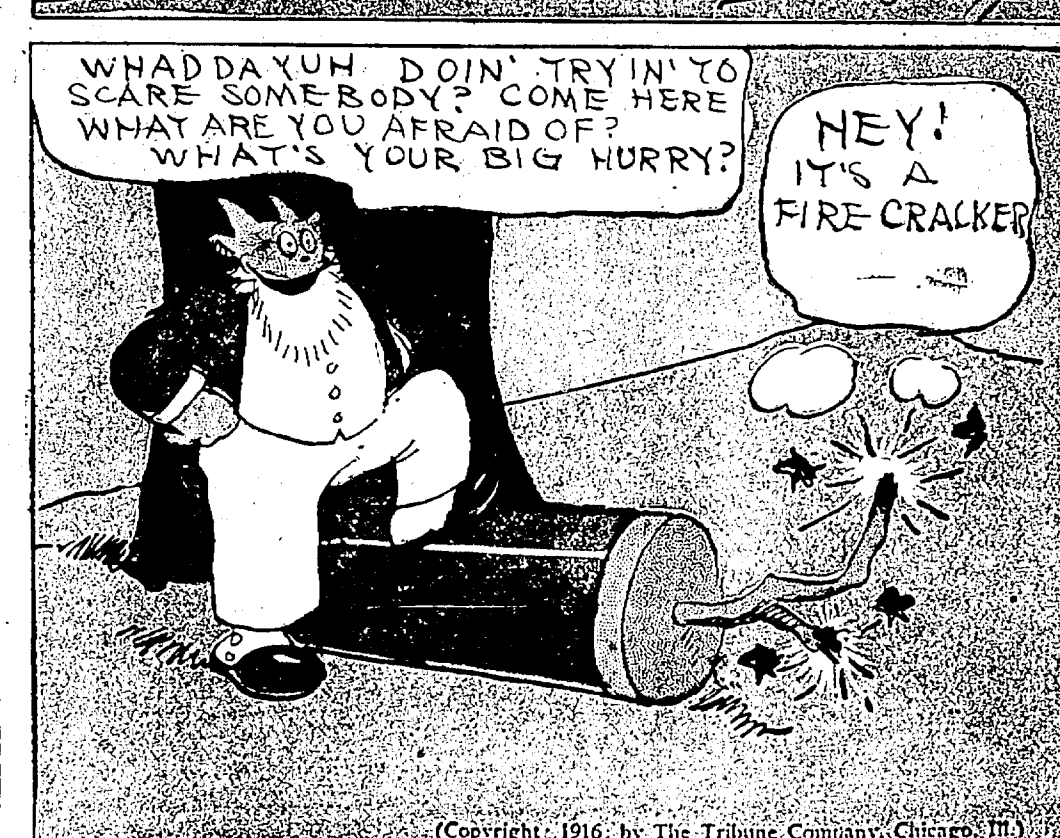
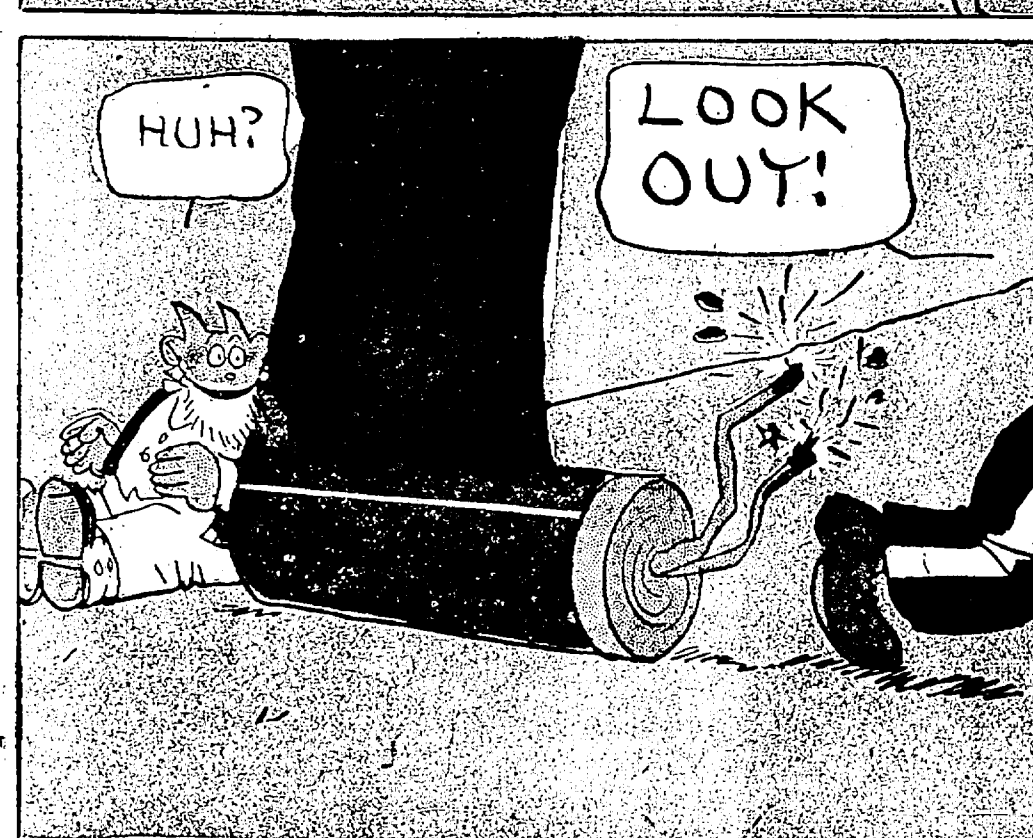
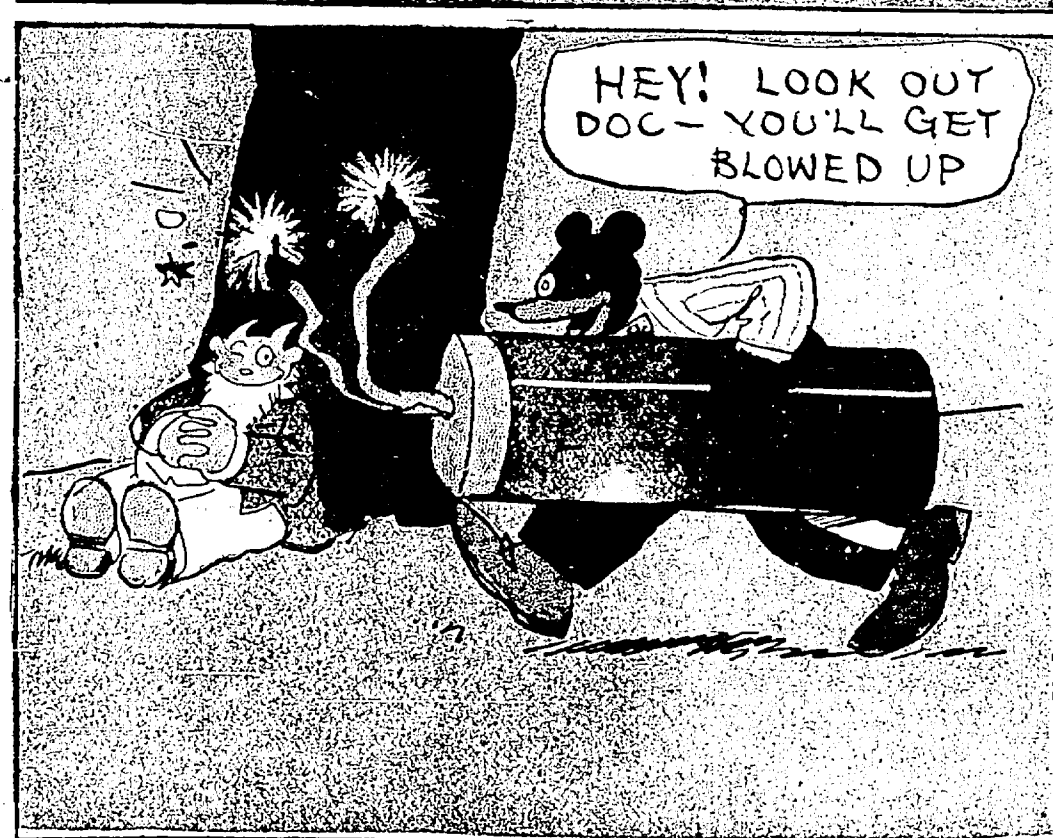
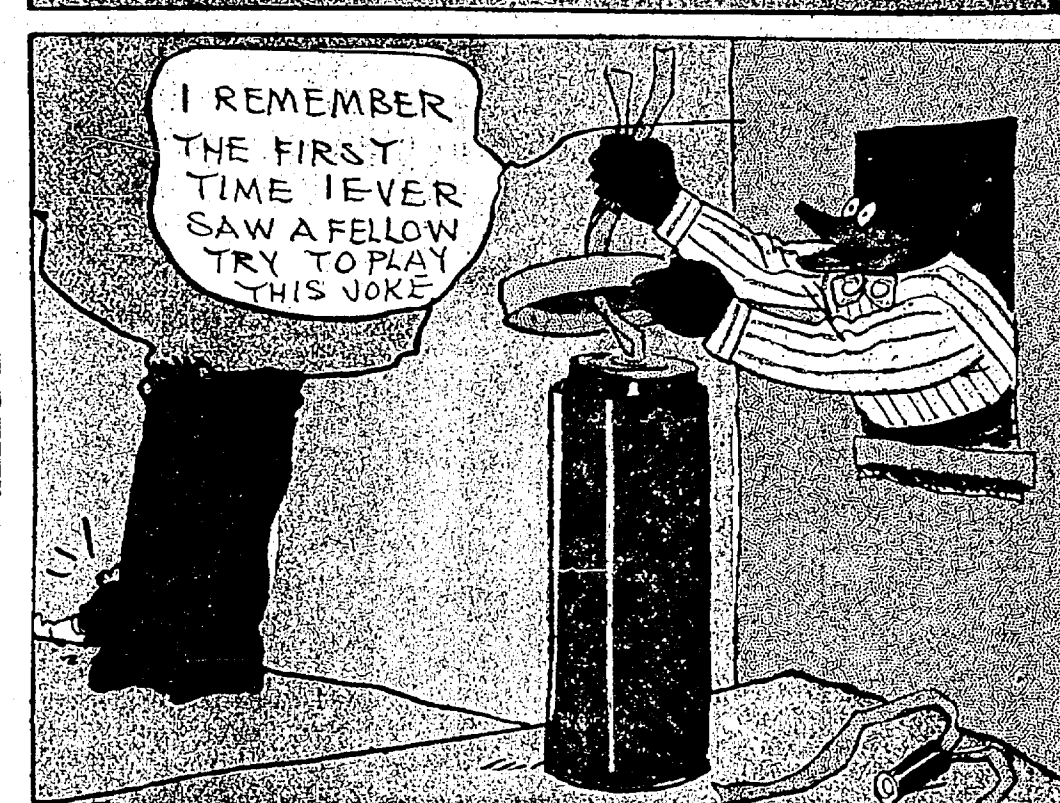
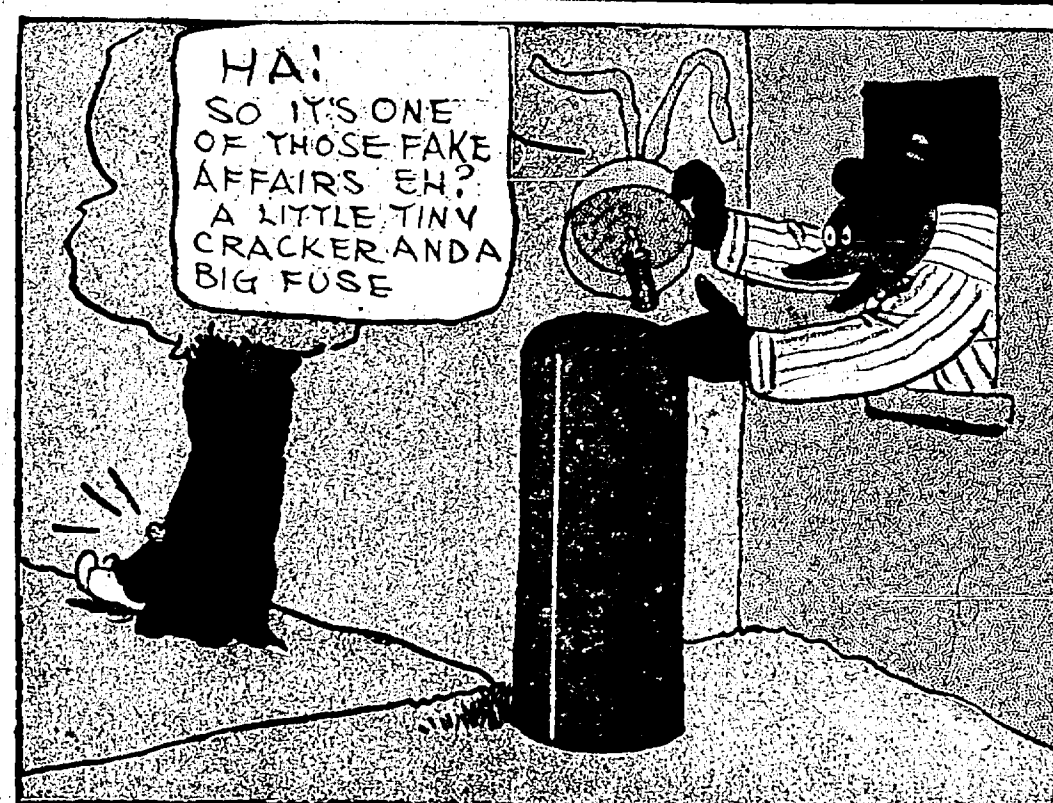
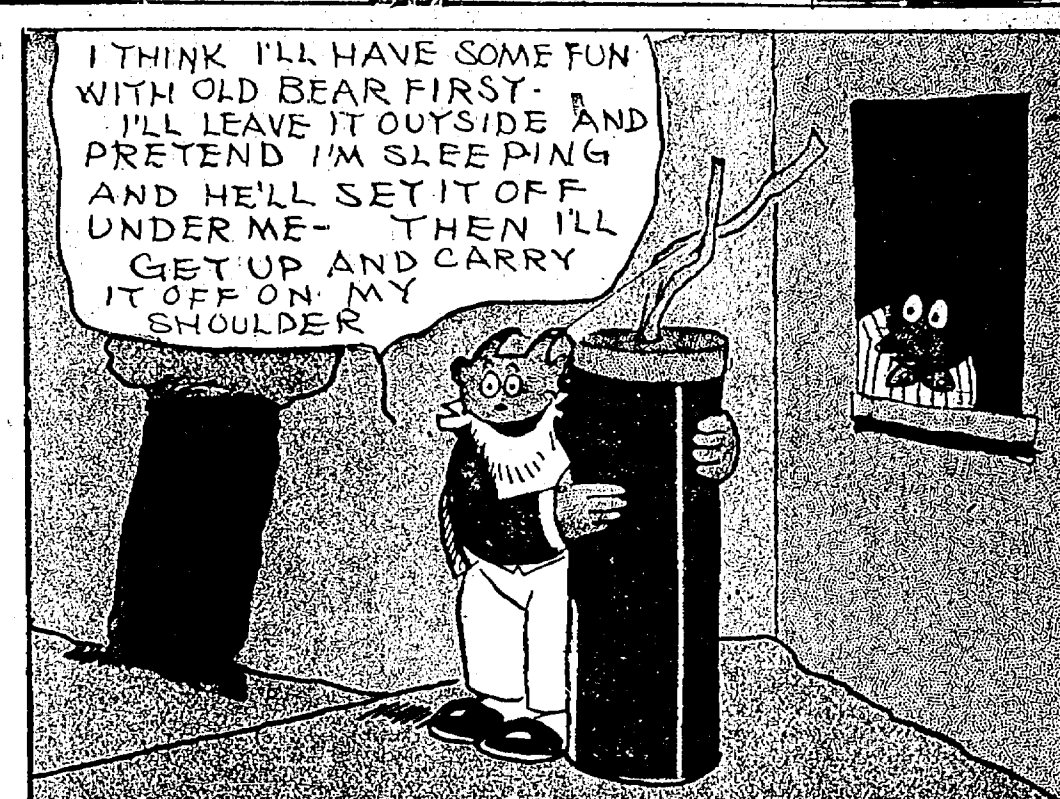
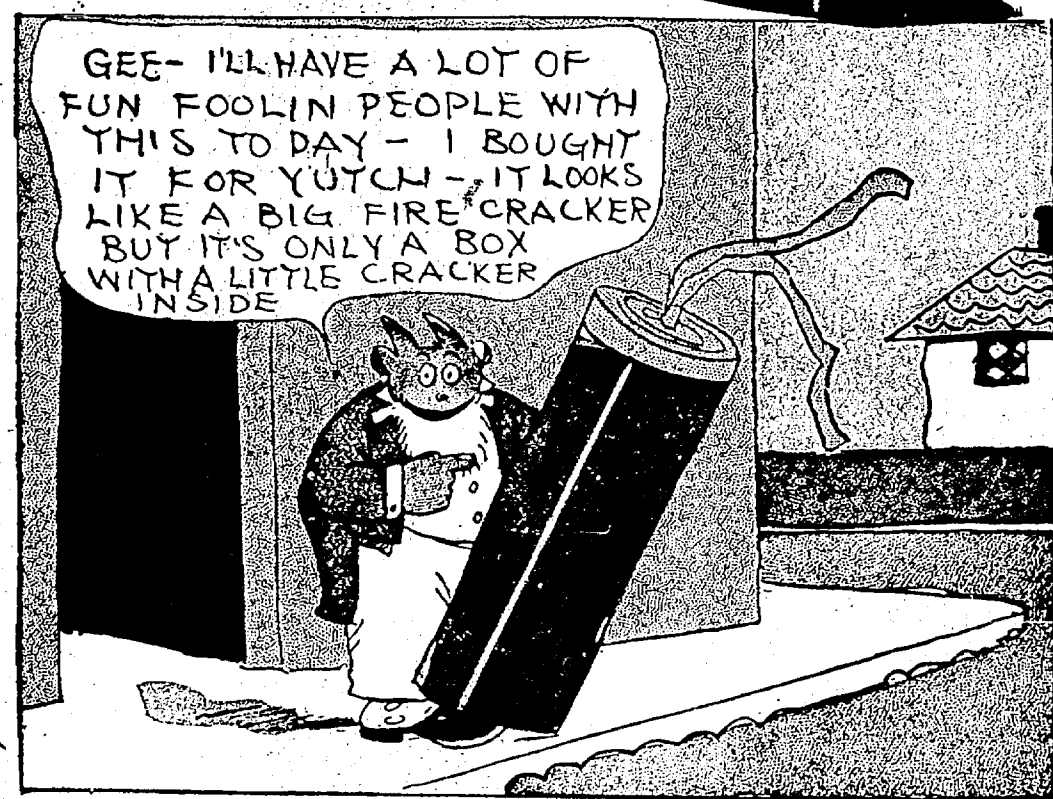
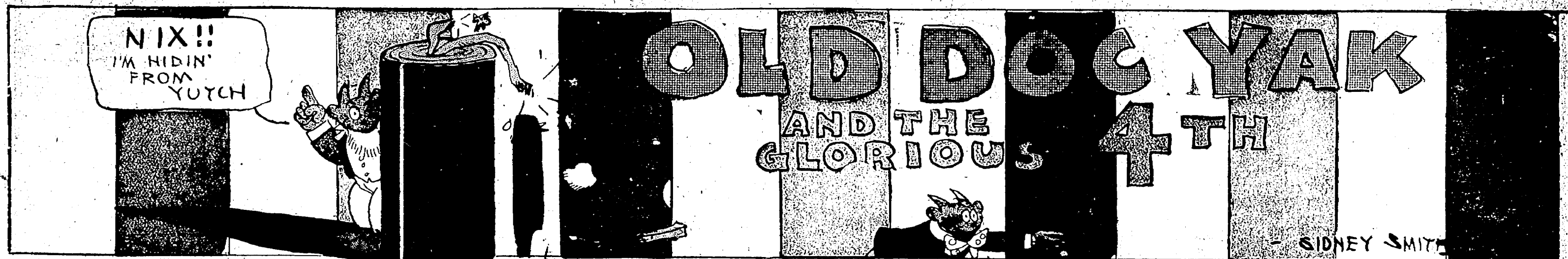
Irrigation projects under consideration for India involve about 10,000,000 acres of land.

For automobile upholstery an artificial silk is being made from spun glass in England.

Oakland Tribune

A GREATER NEWSPAPER FOR GREATER OAKLAND

JULY 2, 1916.





POOQUITY

by Suzette



CERTAIN, if charming, sameness, has characterized the June weddings. Brides in shimmering, silver traced tulle, bridesmaids roses, rice, and the "exchange of vows" wherewith Miss Margaret Somebody becomes Mrs. John Somebody-else.

But the usual order was broken—fairly shattered—at a smart "June wedding" in New York the other day. There was the bride in silvery tulle, bridesmaids, roses, rice and the exchange of vows. But at this point tradition was smashed.

Instead of Miss Lucile Davidson changing her name to Mrs. Scudder Middleton when the minister said "I pronounce you man and wife," she remained Miss Lucile Davidson and will so remain. She will never be Mrs. Scudder Middleton or Mrs. Any-one-else, because she does not believe in giving up her own perfectly satisfactory name with marriage.

Miss Davidson's social prominence makes her independence more significant. Usually the socially prominent are socially conventional. She is the daughter of Samuel Davidson, president of a trust company, and was graduated from Bryn Mawr. Senator and Mrs. Robert M. La Follette are close relatives and were among guests at the wedding at the Davidson home in Central Park West. It was a smart affair and a conventionally pretty ceremony.

Miss Davidson's cousin, Miss Fola La Follette, had the same idea about her name, and although she is happily married, is known as Miss La Follette. It surely does suggest interesting possibilities. With the advance of feminism, it may be that all June brides, or any brides, of a not distant future, may continue to be miss after their weddings.

There was an odd touch, by the way, in accounts of the Davidson-Scudder wedding. At the end it was stated that "Miss Davidson and Mr. Scudder" had gone on a honeymoon and would make their home in Washington Square.

THREE FAMOUS BEAUTIES IN CALIFORNIA

Three very beautiful women have been visitors of the week. They are Mrs. William R. Dick, the former Madeleine Force Astor; Mrs. Phil Lydig of New York, who has been called the beauty of Newport, and Mrs. Ernest Wiltsee of New York and Paris, whose portrait in the salon one year was called that of the most beautiful American woman.

Mr. and Mrs. Dick, who are honeymooning in California, have been guests at the Fairmont. They left a day or two ago for Del Monte. Mrs. Lydig is at the Palace and Mrs. Wiltsee arrived at the St. Francis on Thursday.

Mrs. Dick is probably the most beautiful. At least she has been most discussed, and those who saw her in San Francisco found her more lovely than her portrait. She is tall and olive and very graceful, with a clear complexion, waving light brown hair, violet eyes and classic features and her charm of manner impresses everyone. The day of her arrival she wore a black cloth tailor suit with rather long skirt and flaring coat and a blouse of finely tucked white handkerchief linen with a V-cut sailor collar. Her hat was a black silk beaver sailor worn low over her hair and circled with gourd feathers across her shoulders was a silver fox fur, and there were black patent leather shoes with light tan spots. The only things that suggested Astors were the beautiful pearls. There was a necklace of two long strands of large pink toned pearls. A brooch at the collar was of a huge emerald set in diamonds.

Mrs. Dick gave up a fortune of five millions when she married the young New York broker at Par Harbor ten days ago. Mrs. Dick was a passenger on the Titanic, on which her first husband, Colonel John Jacob Astor, lost his life, and among her fellow passengers were Dr. and Mrs. Washington Dodge of San Francisco. Mrs. Lydig is at the Palace for a brief stay before going to Santa Barbara, where she will spend part of the summer. Her health is not of the best and she is escaping the rush of a Newport season. Her husband, Colonel Lydig, is at present on a diplomatic mission in Petrograd,

A Baby's Birthday.

Baby's coming is anticipated with great joy, and it is of the utmost importance that great care is taken to make this important event a happy one.

Mother's Friend, applied externally and to be had of all druggists, is of the greatest value for it robs childbirth of its agonies and dangers, makes the mother comfortable and helps make baby strong, healthy and vigorous. It is effective and dependable and has been used successfully for many years. Definite instructions are furnished with each bottle.

MISS LOUISE RANNAN, WHO IS ENJOYING A SUMMER TRIP TO ALASKA. SHE IS THE DAUGHTER OF THOMAS F. RANNAN AND ONE OF THE POPULAR BELLES OF THE YOUNGER SET.—Fraser photo.



FRASER PHOTO

where she will join him in the fall. He is temporarily attached to the American embassy in Petrograd. The Lydigs have a home in New York and a villa at Newport and Mrs. Lydig has been one of the most sought after women in the smart set. She has been painted by famous artists and has posed in many tableaux for charity affairs. She is a close friend of Mrs. William K. Vanderbilt, Jr., and has much the same exquisite brunette coloring.

MRS. WILTSEE TELLS OF LIFE IN PARIS.

Mrs. Ernest Wiltsee was Miss Emily Stuart Taylor of San Francisco as a small girl. With her parents, Col. and Mrs. Stuart Taylor, she lived at the corner of Hyde and Sacramento streets until the family went to New York, where later she made her home with her grandmother, Mrs. Pierre Lorillard. Her mother was a Lorillard and a belle of New York society before she married Col. Stuart Taylor, who was at one time president of the Bohemian Club.

Mrs. Wiltsee made her debut in New York and married the South

African mining man, who was also well known in San Francisco, at her grandmother's Paris home. She was a very beautiful girl and has always been greatly admired.

The Wiltsees live in Paris and with her small son Stuart, Mrs. Wiltsee has just arrived from the French capital for a summer visit to California. She says Paris is "picking up wonderfully," that everyone goes to the Ritz for tea and for dinner as in gay seasons of the past, and that while the French women do not dress elaborately and no jewels are worn, they are still smart and well gowned. Jersey suits are all the rage in stripes and colors, with many of them in black and white stripes. The theaters are open, but far less popular than the "cinema," where many American moving pictures are shown. The visitor who crosses from Bordeaux on the "Lafayette" expects to return to France in the fall.

JAY GOULDS ARE INTERESTING SOJOURNERS.

Other interesting arrivals of a brilliant week of visitors were Mr. and Mrs. Jay Gould of New York, who

were at the Fairmont, on their way to Honolulu, where young Mrs. Gould spent her childhood. She was Miss Anne Graham before her marriage, and is a relative of Mrs. Samuel Monseratt of San Francisco. Her mother married Hubert Voss, the artist, and she accompanied them to New York to live when she was a small girl. Her marriage to the son of the George Goulds took place three years ago and she is one of the prominent young matrons of the "millionaires' set" in the East.

She is an unaffected young woman, pretty, with black hair and great dark eyes. Young Gould is handsome, like all of the Goulds. He was a famous athlete at Harvard. Their two children accompanied them, and a retinue of servants. Mrs. Gould's traveling suit was of dark blue cloth with a very broad white sailor collar of soft silk, and a broad brimmed black hat.

WALKERS TO VISIT PICTURESQUE RETREAT.

Mrs. Clinton Walker and her children are at the Willis Walker camp at "Westwood," in Lassen County,

where they will spend the greater part of the summer. Later Mr. and Mrs. Walker are planning a visit to the Willis Walkers at Lake Minnetonka in Minnesota, where the latter have a summer home called "The Willows."

The Walkers have also a most picturesque retreat in Canada which they visit annually. It is an island in a lake set in the wild region of northern Canada that is reached by a forty-mile trip in a launch after leaving the railroad and semi-civilization. The residence is a houseboat anchored at the shore of the wooded island and occasionally floated about the lake. There is wonderful hunt-

ing and Willis Walker usually entertains a number of his men friends on hunting trips in the season. Much "big game" has been brought down and the living room of the houseboat is filled with trophies of the chase.

The Walkers are to return to California in the fall after visits to their various domiciles in the Northwest and are planning to take a house in San Francisco for the coming winter. Mrs. Walker was one of the very popular young matrons of the season just past.

MISS TAYLOR IS A FETTERED BRIDE-ELECT. One of the season's brides will be Miss Bernice Taylor, daughter of the Henry W. Taylors, whose wedding at their mansion in the uplands of Claremont will be an elaborate event.

Meanwhile Miss Taylor, who is supposed to be summering at the Taylor country place near Los Gatos, is back and forth for the entertainments in her honor. Over this week-end and for the holiday, there is a large house party at the Taylor summer home and the young people are enjoying the fun of picnics, riding, drives and informal dances in the evenings. Mr. and Mrs. Jack Schafer, Mr. and Mrs. Curtis Barbour, Miss Betty Vent and others made up the party.

Miss Vent is to be maid of honor at Miss Taylor's marriage to Chesley Roberts, which is to be a very beautiful affair. The Taylors always entertain in a lavish manner and the first wedding in the family is a notable occasion.

The parties in Miss Taylor's honor have been rather original. For instance, Miss Vent gave a 10 o'clock breakfast in her honor, and the guests brought attractive gifts for the breakfast table. There were grapefruit spoons, fruit dishes, egg plates and toast racks, among other things.

Another affair was the luncheon given last Tuesday by Mrs. M. A. Preston at her home in Thousand Oaks, at which Miss Taylor was presented with a collection of cooking recipes, each guest contributing her favorite formula. They were gathered into an attractive folder of pale pink and white oilcloth and made a charming gift. There were recipes for everything from divinity fudge to baked shad, and each signed by the contributor. The guests included Mrs. Curtis Barbour, Mrs. Jack Schafer, Mrs. Neil Cornwall, Mrs. Joseph Poemer, Mrs. Thomas Kennedy, Mrs. Roberts, Mrs. Roy Hand, Mrs. W. C. Blasingame, Mrs. Roy Wolford, Miss Betty Vent and Miss Marjorie Nickerson.

MANY HOUSE PARTIES IN HOLIDAY WEEK. In the coming week society in town—what there is left of it—will be quiet and the festivities will all be at country places. Nearly everyone will spend the fourth somewhere in the country, and there are endless house parties "on" at Brookdale, Ben Lomond and the other summer colonies.

Ben Lomond especially will be gay. There is a spirited set of young people there, and the Crellins, Earls and others with hospitable homes will have guests. Not far from Ben Lomond, at Felton, there will be a house party at the S. P. Hall place where Mrs. Hall, with Miss Priscilla and Miss Natalie Hall, are spending the summer. Mrs. Hall, by the way, is to leave for Fort Leavenworth in September to be the guest of her son-in-law and daughter, Lieutenant and Mrs. Rapp Brush (Alice Hall), who are stationed there.

The beautiful country, place of the A. A. Moores' Mission San Jose has been opened for the season and Mr. and Mrs. Donald McClure (Margaret Moore), with Miss Ethel Moore, who spend much time there, will probably be there for the fourth.

Mr. and Mrs. Frank Kales, Mr. and Mrs. Percy Murdoch, and Mr. and Mrs. Wickham Havens will be among those to spend the fourth at Del Monte, where there will be a large contingent of Oakland visitors, and another delegation will enjoy the holiday at the Mount Diablo Country Club, near where the George W. McNears are to build a home for the entertainment of holiday guests next year.

SOCIETY ATTENDS CLAREMONT DANCE.

The summer dance at the Hotel Claremont was a merry success and in spite of the vacation season there were nearly 200 guests to trip the light fantastic, not only in the ballroom but later in the dining room where the orchestra was persuaded to play during supper, and everyone danced between courses.

There were decorations of greens with the colored lights in the ballroom, and at supper flowers trimmed the tables. Mrs. William James Monroe was among those who planned the affair, and among the guests were Miss Robert Belcher, Miss Bernice Taylor, Mr. and Mrs. Luther Dimm, Judge and Mrs. Hyland, Mr. and Mrs. Jack Schafer, Mr. and Mrs. F. F. Finnell, Mr. and Mrs. Roy Wolford, Mr. and Mrs. Neil Cornwall, Mr. and Mrs. J. Fred Merrill, Mr. and Mrs. Fenton Foster, Mr. and Mrs. G. F. Roberts, Mr. and Mrs. Herman Miller, Miss Kathleen Glasgow, Harvey Goodman, Jr., Chesley Roberts, Dr. and Mrs. Poston, Walter Simms and Fred King.

SOCIETY BELLES WORK ENGLISH FARMS.

An English woman who lives in Berkeley has letters from friends in England that bring rather startling accounts of the work women of wealth and affluence are doing. We read of women on the farms of England, not realizing that the fair workers are recruited from the wealthy families and give their time for hard labor.

For example, the Berkeley woman's correspondent lives in a stately old mansion with servants and goes to a neighboring farm at six every

morning to do the work of farmers called to the war. The farm men left at home on the farm are an old grandfather and a youth of 14, and these are her assistants. She milks cows, feeds the pigs, waters the horses, in company with a girl friend, and of their costumes she writes:

"Cloth bloomers, a short skirt and no furbelows, as father calls them, form our farm fashions now. It seems so unreal at night to get back into sheer and beautiful things. But I never had such health and I've an appetite I'm fairly ashamed of."

Of after the war, when leisure may once more be fashionable, she says: "Sometimes I wonder what is going to happen when it is all over. I don't know. Sometimes I think we can never go back and be just as we were. Life is so different, so much more intense and purposeful. Just take dancing. Why, we dance now because we feel a sort of duty attaches to it, to express our joy in the beauty of it, and you never hear anyone hint that the devil is lurking around the corner like we used to. It is the same with all pleasures. We are developing a passion for happiness unknown to us before."

NO PLAIN WOMEN IN ENGLISH SOCIETY.

Apropos of this letter, a writer in one of the English journals remarks a phenomenon: that there are no plain women left in English society. Not that anything has eliminated them personally, merely their plainness has been eliminated in the refreshing novelty of work and feeling in the social scheme. Women, the writer states, have a new consciousness of their work, and it has brought animation to their faces and given them a certain zest that makes for good looks.

At a tea in London the other day she noted the change. Of it she writes: "It was one of those mixed affairs which are the feature of the hour, where my lady hobnobs with her butcher's wife, the two finding ground at last in the thought that a common woe and in help for a common need—a friend said to me: 'Do you know, I haven't seen an ugly woman since I came in,' and an elderly gentleman of the party replied, 'The day of the ugly woman is past.' And I suddenly realized that he spoke the truth."

Because, she adds, "Nothing has a worse effect on a woman's looks than a spiritless, dull life. Or even a purposeless existence that means early fading; and nothing so surely gives the zest of youth and brings out a woman's best points as a consciousness of power."

From which, all theories aside, it is clear that English women are finding a thorough enjoyment in their new lives of hardship and economy and work.

SUZETTE.

Ordered Her to Wash His Face; She Flees

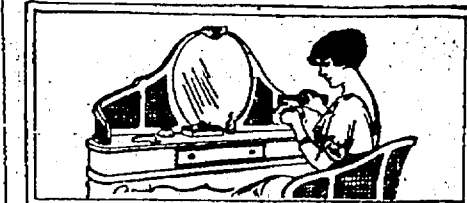
LINCOLN, Neb., July 1. — Because it is alleged her husband mistreated her upon her refusal to wash his face, Mrs. Anna Neiland, near Elmwood, left home and came to Lincoln with her five sons. Fearing pursuit, the woman engaged an automobile.

When the husband returned home and discovered the situation he took a train for Lincoln. But he arrived too late. Mrs. Neiland and the five sons were safely barricaded in the charity organization.

The husband interviewed Chief of Detectives Antles, but on the refusal of the chief to intervene as peacemaker returned to his home.

MAKES VICTIM TO WALK PLANK.

KANSAS CITY, Mo., July 1.—A modern Captain Kidd was reported on the Kansas side. The police are looking for him. After the practical person had taken \$12.50 from "Rudy" Henderson, a packing house employee, returning home by way of the Great Western bridge, near the mouth of the Kaw, he told Henderson "to walk the plank." "Jump in the river," cried the kidnaper, threatening Henderson with a revolver. Henderson complied with the same alacrity with which he had given up his money.



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LANMAN & KEMP 135 Water St., New York

Comment on the California Weeklies

PREPAREDNESS AND SOCIETY SOLDIERS

There is a tincture of perturbation over the situation in which the society cavalry troops find itself. As soon as the war clouds darkened the heavens, Thorneville Mullally, president of the society, offered the services of these men who have been drilling at the Presidio all winter. Army officers believe that there is every chance that the offer will be accepted.

Nothing would suit Thorneville Mullally and some of the other men in the troop better than the opportunity to go down to the border and have a brush with the Mexicans.

But, on the other hand, there are men in the troop who tend to gooselash at the idea of strolling along the Mexican border, under the brooding sun, while indefinitely awaiting the opening of what appears to be long drawn out diplomatic wranglings.

At a pinch they are ready to muster weekly at the Presidio and maneuver under the martinet eyes of their regular army officers. Those wives whose hearts fluttered at thought of war cushion their fears with the hope that "drills will do."

But unfortunately for the troop, Mullally made the stripes of first sergeant, the highest position. Numbers of them prefer to use this indecently to the army, coveting themselves motoring idly through the cool pine glades or the high Sierras, or braasting the laving waves off Del Monte than take potluck at ducking between the calmed heat waves rolling up from the dry beds of the Rio Grande. When the bugle calls the line up to meet a ready foe, the troop will be there, ready to march where duty calls.

And Mullally, without a by-your-leave to the others wires the President, and now who knows to what great expedients some of the bold cavalrymen will be driven.

Some of the married men in the troop very naturally have obstacles put in their way by wives who feel that the situation does not yet require that men of family take the chances of warfare. Some of the young matrons whose husbands are in this troop were discussing this point the other day, and they all agreed, very naturally, that they were by no means ready to offer up their husbands to sweltering along the border and no war in sight. They voiced their sentiments with a note of determination which presaged that the orders of the campaign will not emanate from military quarters alone.

Which makes it clear, even to the unimaginative, that just now the most unpopular bachelor in this particular set of matrons is one Thorneville Mullally, sergeant of cavalry, who whistles "Then it's hey for the stirrups, boys, and it's ho for the border, boys."

In point of fact, First Sergeant Mullally has his "rough riders" well in hand now. They are summering far from where the cactus grows on the border and the coyote howls at the call of the coyote. They haven't left town to avoid the call to duty. They are summering where war and war prospects can be discussed with distilled comfort, their uniforms at hand.

Rolland and Shaw, Master Idealists

We are hearing a great deal of Romain Rolland, author of Jean-Christophe, whom literary critics have pronounced a man of original genius. Other critics have other views. Romain Rolland is a Frenchman with a fondness for idealism, and even in the midst of a war that ravages his country he holds himself aloof to play the part of a very superior person, a kind of missionary of the cause of sentimentality. Some months ago he wrote: "For a year I have been rich in enemies. Let me say this to them; that they will not teach me to hate. I have no concern with them. My business is to say what I believe to be fair and humane. Whether this pleases or irritates is not my business." This is a fine specimen of heroic self-restraint. Romain Rolland blames Germany for the war, but points with pride to the fact that when he saw German armies "violating the neutrality of noble Belgium," committing, as he says, "a flagrant breach of honor which incurred the contempt of every upright conscience," he did not hate. He merely regarded the infamy as "in the political tradition of the Prussian kings." This original man of genius is content to scold like a preacher of the epistle; Great is his admiration of himself. Testifying to his own noble self-restraint, he tells us that while the war tempest rages, uprooting the strongest souls and dragging them along in its furious cyclone he continues his humble pilgrimage, trying to discover beneath the ruins the rare hearts that have remained faithful to the old ideas of his country. A good many of the things he has said German propagandists regarded as very good for their country.

Town Talk.

RAT BITES SLEEPING WOMAN.

VERONA, N. J., July 1.—Mrs. Frieda Burns of Cedar Grove was suddenly awakened from her sleep by an excruciating pain in her right arm. At the same time her arm seemed to be held down by a weight from which she could not extricate herself. Calling to her daughter, who quickly turned on a light, it was discovered that the cause of Mrs. Burns' pain was a large rat which could not be pulled away until it fell with its own weight, carrying with it a large piece of flesh from Mrs. Burns' arm. The wound was treated temporarily by her son, a doctor, but her arm was swelled considerably and the services of a physician were required. It was feared at first that she might lose some fingers from her hand, but it is believed that she will recover.

DON'T TIP SERVANTS; URGE MANY LEADERS OF SOCIETY

A girl who has been visiting in some of the smartest country homes in the East tells me that many hosts are adopting stringent methods to wipe out the custom of tipping the servants.

At one magnificent estate she found in her bedroom a little printed slip asking house guests to refrain from tipping the servants. The chaitaine of this place told her that she had adopted this method as a last resort. Her servants had the advantage of being well paid and had no excuse to augment their wages with tips. Nevertheless, she had discovered that her house guests received attention from the servants in direct ratio to the size of the tips that they distributed. The written notice had proved more efficacious both to guests and servants than the verbal requests, and other hosts are adopting it.

There are a number of people in these parts who entertain house guests constantly, and they have all given much thought to the question of tipping. In many of the homes the hostess asks her guests to refrain from tipping the servants. The Crockers, Carrolls and a number of others prefer not to have their guests tip the servants, and request them to refrain—though doubtless the request is often ignored by the thoughtless guest. It is probably a concerted effort to introduce a perfect system of non-tipping that the printed request is being used in the East.

The item of tipping is a considerable one for the indurated weekend. A constitutional "visitor" figured out for me that during a summer she distributes among servants of her Peninsula friends about \$500.—News Letter.

Why Poor Powers Must Carry A Rabbit's Foot

About the City Hall it is being suggested that Supervisor James B. Power ought to carry a rabbit's foot or tie a horse's shoe to his key ring. "Something is needed to turn his luck. Some say he ought to consult a fortune teller."

For to say that Power has been out of luck is putting it mildly. His schemes as a City Father have failed one by one. Nearly every matter he has fostered has fallen in defeat. The superstitious say there is a jinx lurking at his heels. What it is they do not venture to say.

Power's ill luck started when he tried to take from the Board of Education its control over the school repair fund and place that function with the finance committee of the supervisors, of which he is chairman.

He had many reasons to support his contention that the change was needed. But somehow or other others didn't agree with him, and all of his arguments went for naught.

Power's next move was to attempt to secure for one of his relatives, Miss Mary Foster, an appointment as temporary telephone operator at the City Hall. After a resolution to this effect was introduced before the board, none of the casual onlookers about the City Hall could understand why such an appointment should be temporary in view of the fact that the City Hall would remain where it is for some years to come, and so would the switchboard. The fact was that Power's kin was number 55 on the civil service eligible list, and all above her had waived a temporary position.

Mayor Rolph, however, placed his veto on the resolution, and Power again found himself out of luck.

The politicians say that Power had his own candidate for the place of manager of the auditorium but again was unsuccessful.

So what is poor Power to do? If you see him carrying a rabbit's foot, you'll know the reason why.—Wasp.

Pomona College Receives Gifts From Several Donors

My good friend, John Main Dixon, returning from commencement exercises at Pomona College this week, brings with him the spirit of youth and the glamor of such joyous occasions, along with greetings from James Blasdel and other college friends. He describes in enthusiastic terms the exercises which were held in the Congregational Church with about eighty graduates, forty-three of whom were of the fair sex. One young woman received the degree of Master of Arts; her thesis treating of the novel theme of "Color Development in Spiders." Her classmates achieved Bachelor of Arts, no honorary degrees having been conferred. In the afternoon a reception was given by the seniors in the beautiful Bridges Hall which is said to be a perfect little gem of architecture and well worth a visit. At a lawn party in the evening a sturdy young live oak tree was added to the group in front of the main hall, and in its dedication to Professor Blasdel was beautifully expressed the community appreciation of this highly successful educator and executive. The speech of the evening was delivered by Dean Blackett. Dr. Dixon reports a substantial gift of \$25,000 toward the reconstruction of Holmes Hall, the original building of the college group of which it is now the old nucleus in its somewhat antiquated architectural style. I am told that this building was at one time a hostelry and sheltered the weary traveler instead of resounding to the hum of young voices. It is to be made to conform with the remainder of the college buildings in appearance and modernity.—Los Angeles Graphic.

National Interest Taken in Golfers

There is more than usual interest in the golf tournament this July at Del Monte, for it is the first time that a national match of this character has been pulled off in California. The Eastern players who are coming out represent the cream of the golf links on the Atlantic side, and the California players are very naturally spending all their time getting into form for this tournament. The demand for quarters at the hotel is so great that Del Monte has taken over the Pacific Grove Hotel in order to fill all the demands for rooms. A society matron who is noted for her daring remarks got off a lovely one the other day on the subject. Said she: "It will be a very nice arrangement. With two hotels, any clever room clerk can fix it so that wives and ex-wives and the unwed would be constantly running into each other."—News Letter.

The Story of the Astor-Dick Nuptials

Of course, the all-absorbing topic of conversation these days is the marriage of Mrs. John Jacob Astor and William Karl Dick of New York.

Mrs. Astor, who was the daughter of William H. Force of New York, was almost unheard of until just about five years ago, now, when her engagement was suddenly announced to the head of the house of Astor and possessor of the Astor millions. Only a year prior to this, Astor's first wife, Mrs. Ava Willing Astor, had obtained a divorce from him, bringing up some very unsavory charges against him, thus making him the guilty party in the divorce. And so when he wished to be married to Miss Force, no minister in New York City or State would tie the knot, and after much trouble and delay a clergyman in Provincetown, Rhode Island, was finally located who would perform the ceremony. He, it is said, received the largest fee any clergyman has ever received for performing a marriage.

Astor and his bride, who was some two score years his junior, spent their honeymoon on board the Astor yacht Noma. Soon after their marriage, rumor began connecting the name of Vincent Astor with that of his pretty step-mother's sister, Miss Katherine Force, as the four were seen so constantly together. But Miss Force's engagement was later announced to Henry Halesen, of Philadelphia. Since the tragic death of Colonel Astor, who was drowned when the Titanic sank four years ago, Mrs. Astor has lived very quietly, spending most of her time at the magnificent Astor mansion on Upper Fifth avenue.

William K. Dick, who has been a friend of Mrs. Astor's for several years, is the vice-president of the Manufacturers Trust Company, and is himself a millionaire several times over. So in giving up the income of five million dollars and also the Astor mansion to wed Mr. Dick, the handsome Madeline will not actually know the pangs of homage.

The marriage took place at Bay Harbor, Maine, after which the young couple started west on their honeymoon. Upon their return they will spend the remainder of the summer at Allen Wenden, the Dick country place at Aslip, Long Island.—Wasp.

"Copette" Was Scared; Job No Happy One

Society is all a-tittering over the recent fiasco in which Mrs. Emma Robinson Goodwin figured, or in which she did not figure, to be accurate. It seems that the fair Elena, who had diligently read and digested every article published on the subject of preparedness, decided that preparedness, like charity, should certainly begin at home. And so, having had some small trouble with tramps and poachers, Mrs. Goodwin hid herself into Redwood City and there was made deputy constable in the third township of San Mateo county, including in her bailiwick the exclusive communities of Menlo Park, Atherton, Woodside and La Honda.

And most proud she was of her new badge of authority which permitted her to carry firearms, handcuffs and concealed weapons, and for a time the handsome Goodwin estate strongly resembled an arsenal. But there, woe's the pity! when the crisis came the fair copette showed the white flag and ran for trouble. In the form of La Kee, the Goodwin head gardener, hove on the scene one morning, flourishing every known kind of a weapon so dear to the highlander's heart, and demanded to see the lady sheriff. But one look out of the window was enough for Mrs. Goodwin and she straightway fled to the telephone, where she implored the entire police force to come to her rescue.

They arrived in due time in thirties, and after a heated struggle finally conquered the liquor crazed Mongolian, whom they prepared to place in the "jug." But by this time the fair copette had regained her equilibrium and said: "No, leave him to me now that he is unarmed; he's too good a gardener to let go."

Mrs. Goodwin, who was Miss Elena Robinson, figured as a most romantic escapee when she was married to James Goodwin, the millionaire president of the Goodwin Holt Company, and also of the Oro Electric Company, at 2 o'clock in the morning at the St. Francis Hospital, where Goodwin was lying desperately ill. Plans for an elaborate wedding had been made for the evening before and a large number of guests had assembled at the beautiful Redwood home of Mrs. James Robinson, when word was received of Goodwin's sudden illness. And so, instead of postponing the affair for a couple of weeks, the headstrong maid jumped into a large touring car, gathering up a clergyman on the way, and the bedside wedding took place.—Wasp.

THREE VERSES FROM THE SOUTH

MUSIC AND APPLE BLOSSOMS.
Flower of the sod! Bloom of the tree!
Under foot, the violet; above, all white,
Stands the tree in the joy of fifty years renewed.

No higher the robin needs to build,
Or the oriole hang her nest,
Or any of that winged choir
That, fluttering through, ever through,
Shake loose the petals from the ripening flower.

Pour forth the melody with straining throat.
The song that has won its day,
The petals now to be flung away
In fulfillment, of flower-of-song.

Swayed by all the winds of Heaven,
Drawn by Earth's desire;
Falling, falling, fluttering down;
Falling on her upturned face,
Falling on her outstretched hands!
A hundred blossoms to a fruit,
A myriad petals to a seed,
The abundance, the waste of the earth,
The treasure of sterility!
Falling on her eager face,
Filling her open hands!

—Louis A. White, in Los Angeles Graphic.

PRO PATRIA.

I love old England's lawns and stately homes,
And France's castles weave a witching spell;
I love 'mid Holland's waterways to dwell,
And India charms me with her airy domes.

I love to linger where the Danube roams,
Or where the lotus buds in Egypt swell,
My love for Italy, what words can tell?
Yet all these lands are wayside inns, not homes.

I love America from shore to shore,
The Hudson, and the Colorado great;
I love New England's pride of fabled lore,
And the Sierra crest of mountains hoar;

I love thy sunny south, thy Golden Gate—
O California, my heart's true home, my state!

—Belle Cooper, in Los Angeles Graphic.

EARLY SPRING.

The meadowlark is now abroad
And sings his song with glee, with glee,
For all his lovely song, is sung
And me, for me!

He says, Why dwell ye in the town?
Come forth and love the meadow brown,
And in the fields from morn till night
Thy heart shall sing in pure delight.

Ah, not gay lark, the sea's for me—
The dashing, shining, sparkling sea—
—Constance Praeger Fox, in Los Angeles Graphic.

Named Daughter After His Famous Minstrel Song

Hughy Daugherty, one of the best known of minstrel men of a generation that is now fast passing away, has become a Los Angeles resident, so Ralph Wray, a more youthful black-cork veteran, tells me. What memories of the wonderful end-men of the sixties and seventies will come back to my older readers as they recall the name of Hughy Daugherty. To Hughy, probably more than to any other minstrel singer, was due the popularity of that old song, "Sweet Evalina," and in connection with it there is a good story concerning his daughter, now Mrs. John Butland, with whom he is visiting in Los Angeles. This daughter was Hughy's first child, born while her father was filling an engagement with the famous old Concessions Minstrels in Philadelphia. For a time Daugherty had been making "Sweet Evalina" the most hummed tune in the Quaker City. On the evening following the great event the interlocutor, thinking to poke a little fun at his favorite end-man, solemnly announced "Mister Daugherty will sing a new ballad entitled 'What Shall We Call the New Baby?'"

And most proud she was of her new badge of authority which permitted her to carry firearms, handcuffs and concealed weapons, and for a time the handsome Goodwin estate strongly resembled an arsenal. But there, woe's the pity! when the crisis came the fair copette showed the white flag and ran for trouble. In the form of La Kee, the Goodwin head gardener, hove on the scene one morning, flourishing every known kind of a weapon so dear to the highlander's heart, and demanded to see the lady sheriff. But one look out of the window was enough for Mrs. Goodwin and she straightway fled to the telephone, where she implored the entire police force to come to her rescue.

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The children have responded enthusiastically and each Saturday morning rehearsal has drawn several thousand boys and girls assembled to hear the musicians at their practice.

It is a unique idea, the utilization of an opportunity, wasted in many cities, of letting the children acquire a taste and a liking for good music.

As the orchestra would have to rehearse anyway, it is no additional expense and as the children are admitted without cost, it enables the boys and girls of the poorest families to attend.

As someone said, it is evidence both of the city's originality in availing itself of every opportunity for instilling culture in the rising generation.—Wasp.

QUEER LETTER TRAVELER'S MESSAGE

Dear Town Talk: When I left San Francisco the Lark was singing; I return to view the Beloved City by the light of The Lantern.

Significant is it of La Crepuscule—the evening of my days!

Undoubtedly, you age, dear city; less luscious, less naïve; the saucy darling, the high color (come-and-go kind), the effervescent wildness is gone, irrevocably; but, possibly, beyond regret, as who would forego the pulse, the cheerful wisdom, the calculated and provocative charm of the woman of the world—

Say what thou wilt, the young are happy never—

Give me bless'd Age, beyond the fire and Past the delight that shatters, hope that stings, And eager fluttering of life's ignorant wings.

What I mean to say, is—Past Thirty.

San Francisco's allure is unquestioned; but, do your hurrying crowds sense it—those frowning, harried, money-smelling men that dart in and out of the marble lobbies, those soft, scented, sleek, sauntering women that move and live and have their being in the Symbolism of the Shop Window?

Do they know
That a century-plant is blooming near 'Stow Lake, and the humming-birds are holding a Bacchanal?
Have they seen

That battered rone of a black cat, tallness and lame, but indescribably a personage, that frequents the S. E. corner of Post and Mason?

Climbed the board-walk to the East Cantonment, Presidio, and seen spread before them the kingdoms of the bay? Do they know

Where for just plain money, on Saturdays you can buy Broche—real Broche of Paris?

Well—The Lantern Shines—and

'Tis I know; whether the one True light Kindle to Love, or Wrath—consume me quite,
One glimpse of it within the Tavern caught.

Better than in the Temple lost outright.

—Close to Forty.

—Town Talk.

Music Hath Charms for E'en The Donkey

The over-worked, tired-out donkeys in the Golden Gate Park playgrounds have an ear for music. By what strange influence their tired legs respond to tuneful airs no one seems to know. It is one of the mysteries of the park.

But the fact remains that the ground-out melodies of the new merry-go-round organ have put speed into the old park burros. To the tune of the organ, they run with their gleeful charges around the little course in the park ground as they never have run before. The children are delighted. The parents are puzzled.

For years the park donkeys have been known for their supposed hook-worm afflictions. Getting them to walk with any degree of speed has been one of the problems of the children. Published in the habit of fond mothers to jab hats into the legs of the donkeys to make them run for the pleasure of the children.

The punctured limbs of the animals aroused the park authorities to action, and as a result the donkeys wore stock-ings for many months.

But now that is no longer necessary. The burros seem to take a delight in the music. Instead of covering their course at snail's pace, they run. The organ has given them a new lease of life.

The other day a pretty little girl ran up to Dr. Wooster Taylor, the playground superintendent, and exclaimed, excitedly, "Look, Mr. Taylor, my donkey is two-stepping to the music!" Mr. Taylor looked at her and then he looked again. He insists that the donkey, once the laziest of the lot, actually was walking in terpsichorean steps.

And so the organ keeps grinding out its notes from morning to night, while happy children revel in the joy of donkeys that actually run.—Wasp.

Aviator and Beautiful Wife Are Visitors

Lieutenant Harry Gantz of the United States Aviation Corps and his pretty wife, who was Miss Beatrice Miller of Santa Barbara, are here at present and are being quite extensively entertained. Mr. Taylor looked at her and then he looked again. He insists that the donkey, once the laziest of the lot, actually was walking in terpsichorean steps.

And so the organ keeps grinding out its notes from morning to night, while happy children revel in the joy of donkeys that actually run.—Wasp.

Ever since their marriage last September, Lieutenant and Mrs. Gantz have been at Fort Sam Houston, Texas, but Lieutenant Gantz was recently ordered to aviation duty at Coronado.

Mrs. Gantz, who has always been said to strongly resemble the Countess Patoka, in looks, is a very intimate friend of Miss Beatrice Nickel, who was the maid of honor at her wedding, and who will make merry in her honor while she is here.—Wasp.

Peace Delegates Still Busy on Job

The boys are still in the trenches, but the Rev. Charles Eff is still Akedzizing in Stockholm, so it seems to be "horse and horse." Our old friend the Doc is one of the two peace apostles Hank Ford boards and lodges in the Swedish capital, and the rest of the knights and ladies of the Ineffable Order.

Squirrel Food who sailed on the Oscar II, John D. Barry among them, having been tossed into the harbor. Doc Aked's co-habiter in Stockholm is Professoress Emily Greene Balch, who co-occupied the cushioned chair of political and social science at Wellesley before she began receiving the Ford payroll. In company with other neutral and serene souls these two trench-clearers from the United States have issued a manifesto to the warring nations, setting forth in the most dignified of English the peace position of the world congress and the evacuation of France by the Germans, the settlement of the Alsace-Lorraine question, the independence of Serbia and Montenegro, the constitution of a world congress, and only for Armenia, the internationalization of the Dardanelles, the return of the German colonies, the disarmament of the world, the convocation of a world congress, and a few other little things like that.

This is Akedzizing at its very best. It makes excellent fun if your sense of humor is developed to its fullest extent. Oh, that there were a Gilbert living to put Charles Eff into a new "Pinafore" or another Bab Ballad!—Town Talk.

What's Being Read in England These Days

When the war broke out, Edmund Gosse and other English writers thought that it would make an end of literature. On the contrary, there are more good books read in Great Britain now than before the war. Some curious information on the subject was given lately at a conference of the English Association in London. One of the great English booksellers stated that during the first week or so of the war no one seemed to want any books at all. Then gradually a revival began, showing itself first in towns which were either munition centers or had large camps near them. At first the demand was for books like Bernard's and Crabbe's. Then came the demand for many kinds of the best books provided they were cheap. The difficulty was not in selling cheap editions of the best books, but in getting them to sell; they were always running out. In the trenches the reading is mostly fiction. Books like "Monte Cristo" are in demand. But among other books ordered from a bookseller by soldiers in the trenches were a Gothic grammar, an Anglo-Saxon dictionary and an edition of Beowulf. The increase in the sale of books on astronomy connects itself with the almanac's new familiarity with the stars.

French and Russian books have been in great demand; but so have Latin and Greek classics, especially in the Loeb edition with both text and translation. The most striking thing of all is the general increase in the demand for poetry, whether in field or hospital. At first Wordsworth was the favorite; more lately there has been a great sale of Shelley. Rupert Brooke's poems have had an immense sale; so have one or two living poets. One of the most interesting points about what the English in and out of the army are reading today is the clump in the demand for those "torpid and aimless narratives of unwholesome young men and trivial young women" which were so popular before the war. The purveyors of piffle are taking a back seat.—Town Talk.

There was great rivalry among the Republican higher-ups and many were the claimants for the privilege of doing social honor to the presidential party. To Henry T. Scott fell the coveted glory of entertaining them as house guests—a unique privilege brought about through the ill-health of Mrs. McKinley.

When the presidential party arrived here Mrs. McKinley expressed a dislike of going to a hotel, and the Henry T. Scott house was turned over to them. At that time the Scotts lived in a mansion in Laguna street. Both President and Mrs. McKinley took a great fancy to Mary Scott, the pretty young daughter of the household, and they sent her magnificent pieces of silver as wedding gifts. Senator Mark Hanna and other members of the presidential party likewise sent handsome wedding presents. No other San Francisco bride of that day, and possibly not since then, received so much attention from distinguished people America over. Of course, that fact made a special occasion out of the wedding ceremony, which was an affair at the Scott home in Burlingame.—News Letter.

Another Big Addition to Grove Dramas

California has made important contributions to grove drama. The Bohemian Club led the way with its annual forest play under the redwoods by the Russian River. The family followed with its less ambitious but no less important "Farm plays" produced exclusively by club talent on the Family Farm at Portola. The plays on Tamalpais seem to have become an institution. Carmel-by-the-Sea has made several essays in this same dramatic form. And there is the Parthenon at Berkeley into which Porter Garnett infused a distinctive spirit. But now we have something new in this medium. It is the dramatized ode, and we owe it to Ina Coolbrith, working in sympathy collaboration with the Dominican nuns and the pupils of the Dominican convent at San Rafael. In the commencement exercises of the Dominican College this year the place of resistance was a pagan of music and dancing wrought out of the exquisite poem which has the place of honor in Miss Coolbrith's volume of collected verse, her ode, "California." And by the way, if you are not familiar with this ode, read it. It is full of poetical magic. Most of it is rhymed, but it contains some blank verse which will make you wonder why Ina Coolbrith has not written more. To return: the action of the pageant, the singing, the choral dancing and the instrumental interludes, all serve to give to the ode the possibilities of a play. To illustrate Miss Coolbrith's fine poem. The effect was like that of reading the ode in a version elaborately illustrated with pictures that spoke to the mind and the ear as well as to the eye. This is something new. It is taking a poem written to be read or recited, and making drama of it. It is a treatment of poetry which should be tried again, for the first attempt proved entirely successful. What has been done with Miss Coolbrith's ode "California" might be done with Sterling's "Yosemite Ode" or his "Exposition Ode." Imagine the possibilities of this treatment applied to the "Yosemite Ode" in the valley itself. Imagine the possibilities of the "Exposition Ode" treated in this manner. On an occasion of—let us say—the tenth anniversary of the opening of our World's Fair! Miss Coolbrith has pointed the way which our makers of pageants should go.—Town Talk.

'FOR K. OF K.' A TRIBUTE IN VERSE

Let all mermaids in their bowers Weave him garlands of sea flowers— Purple leaves and golden bells Of the ocean's asphodels! Let the wonders of the deep Guard the hero in his sleep!

Some bring coral— Some bring pearl, Some bring amber— And one furls Round his eyes a tattered alp—

Flag that flew on some lost ship, So he lies—so he lies, With England's colors on his eyes!

All the brave who died at sea— Such a gallant company!— Pharaoh's army and the prince, Who went down on that white ship, And was seen by no man since, Men of the Armada, men

Who once fought with Nelson when Word was sent from shell to shell, From brig to bark and caravel, Came to stand beside the bier, Many a valiant cavalier

Paid him honor. Minstrels came And filled the ocean with his name, 'Twas a noble company Gathered in the far North Sea!

Now let mermaids in their bowers Weave him garlands of sea flowers— Such bright bits of fire and snow As Ulysses' sailors know! —Louise Driscoll, in Town Talk.

Wedding Bells Are Heard in Many Noted Homes

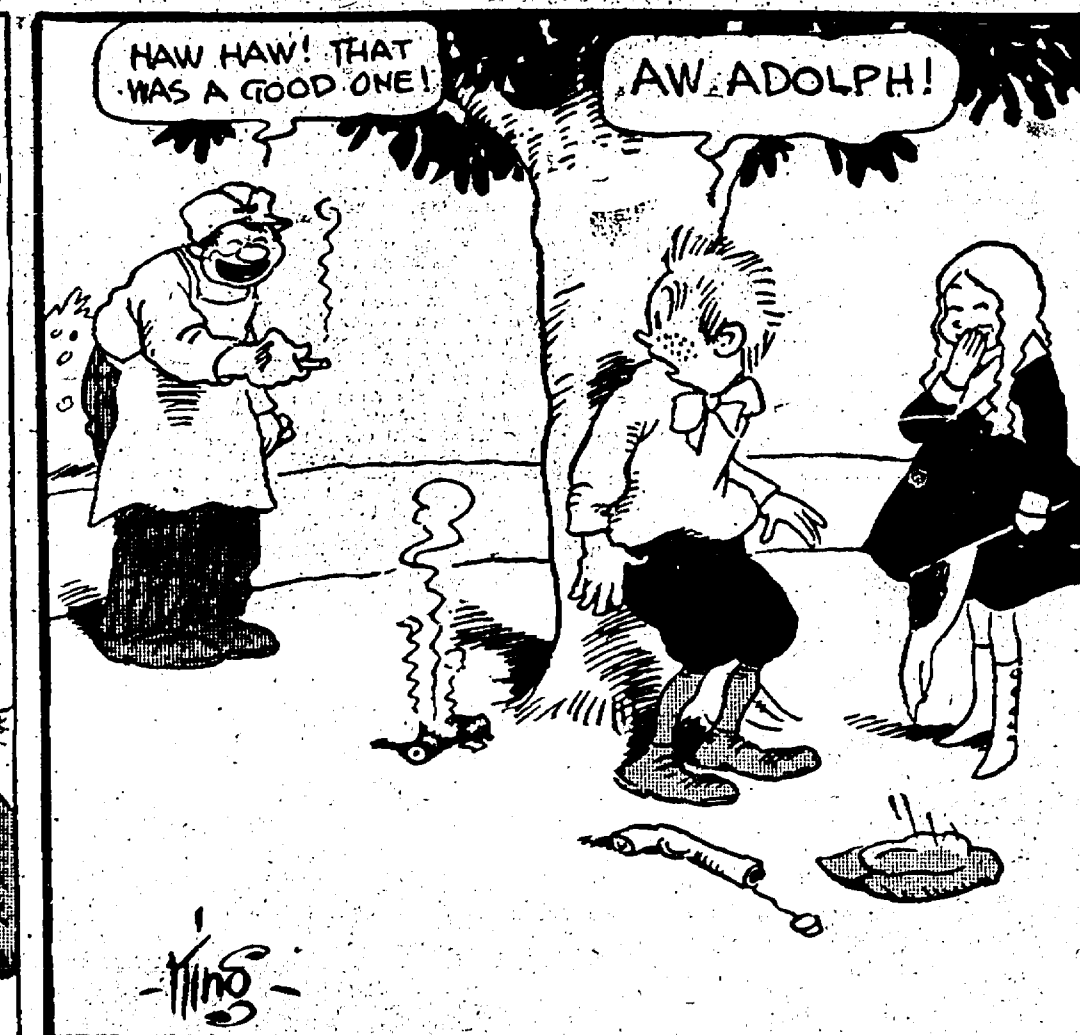
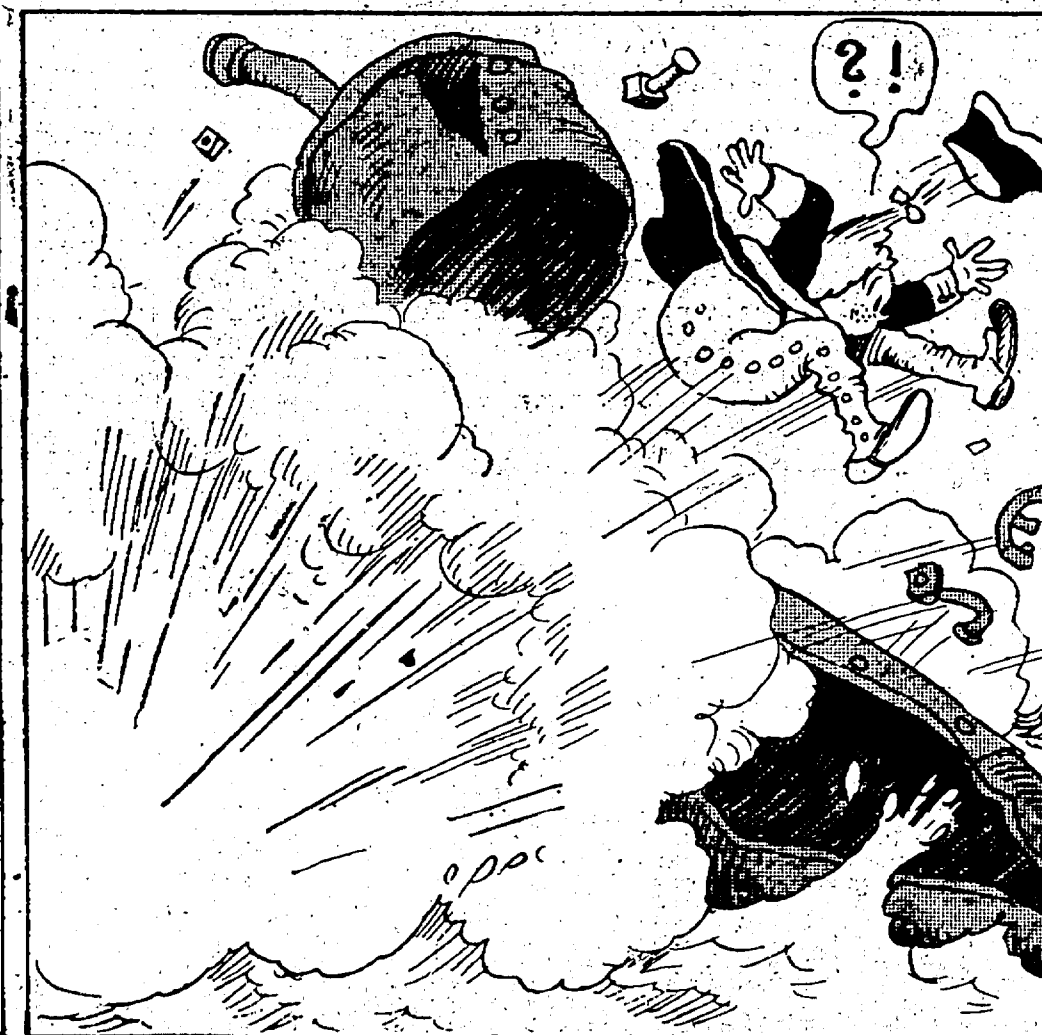
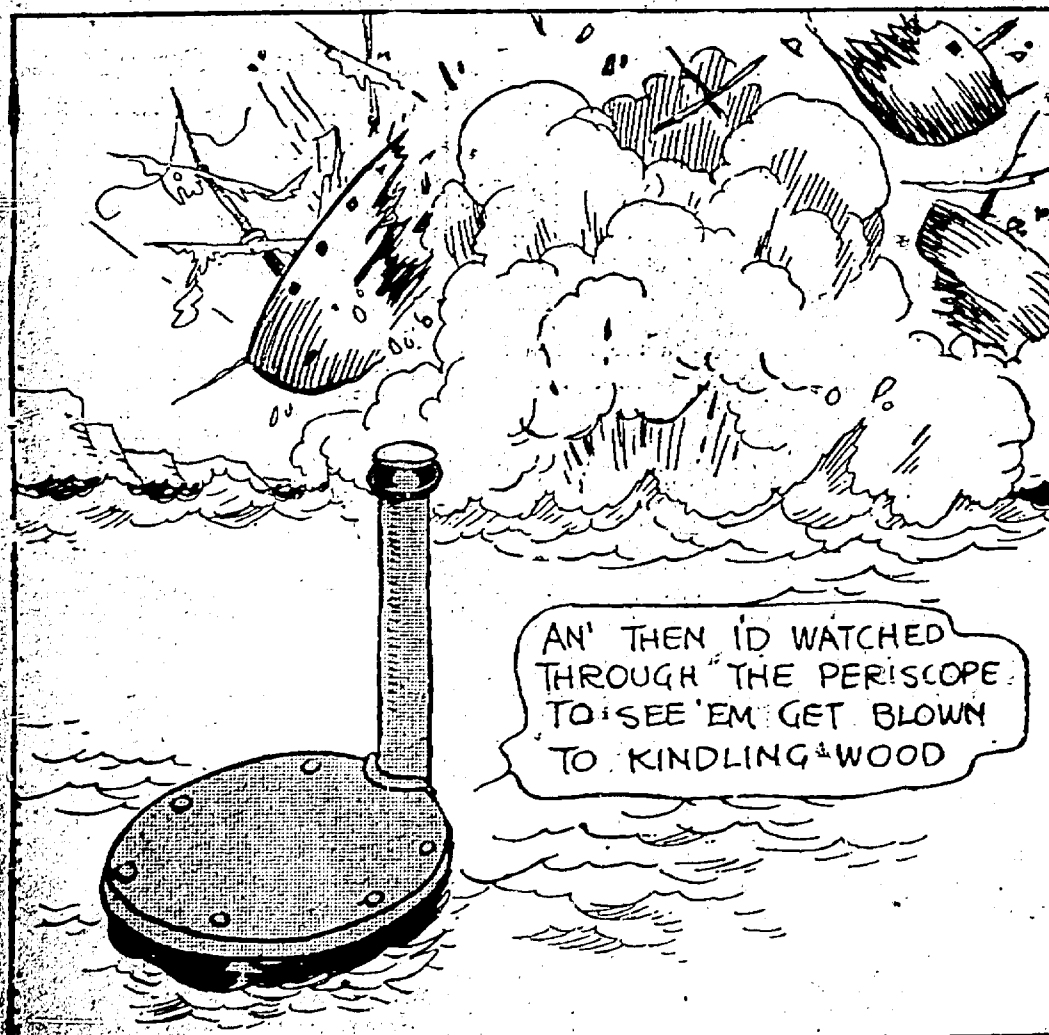
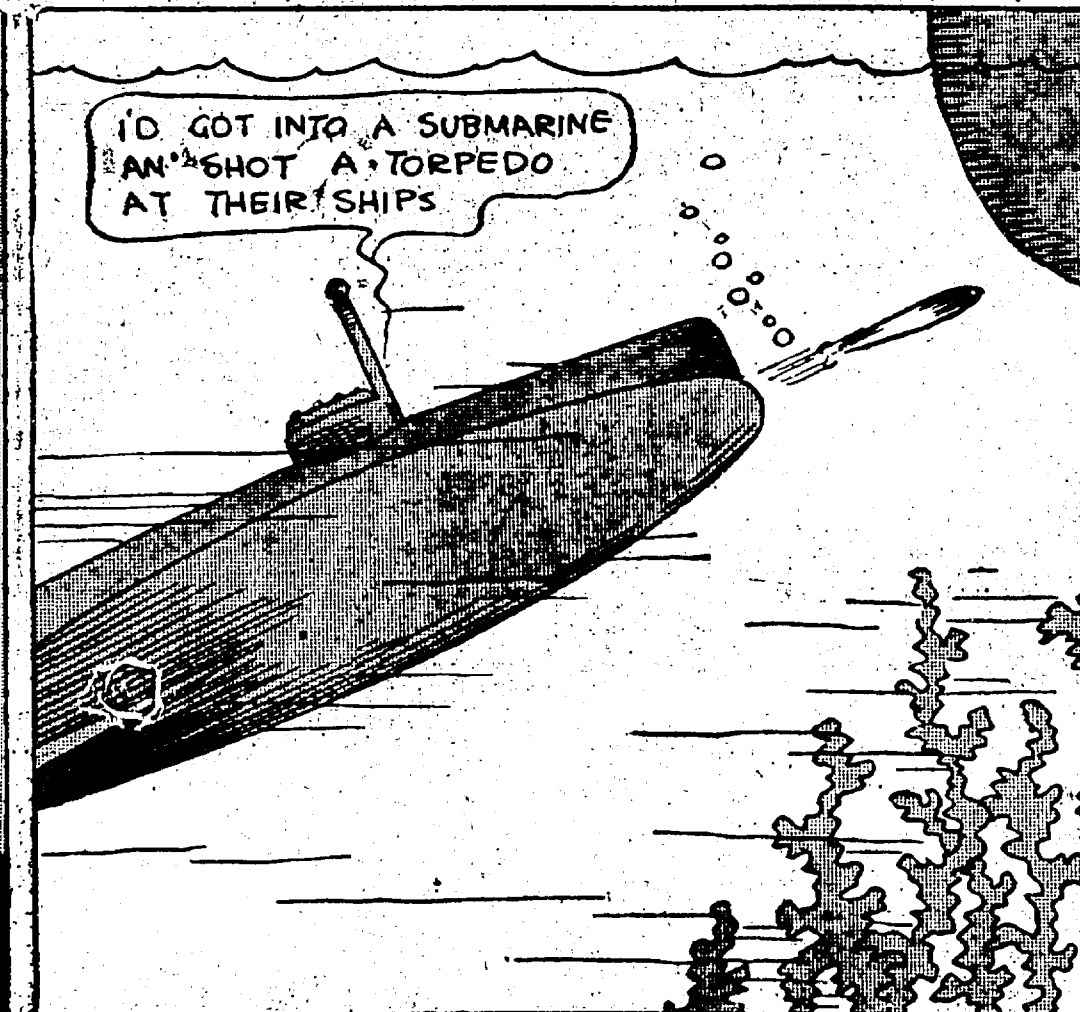
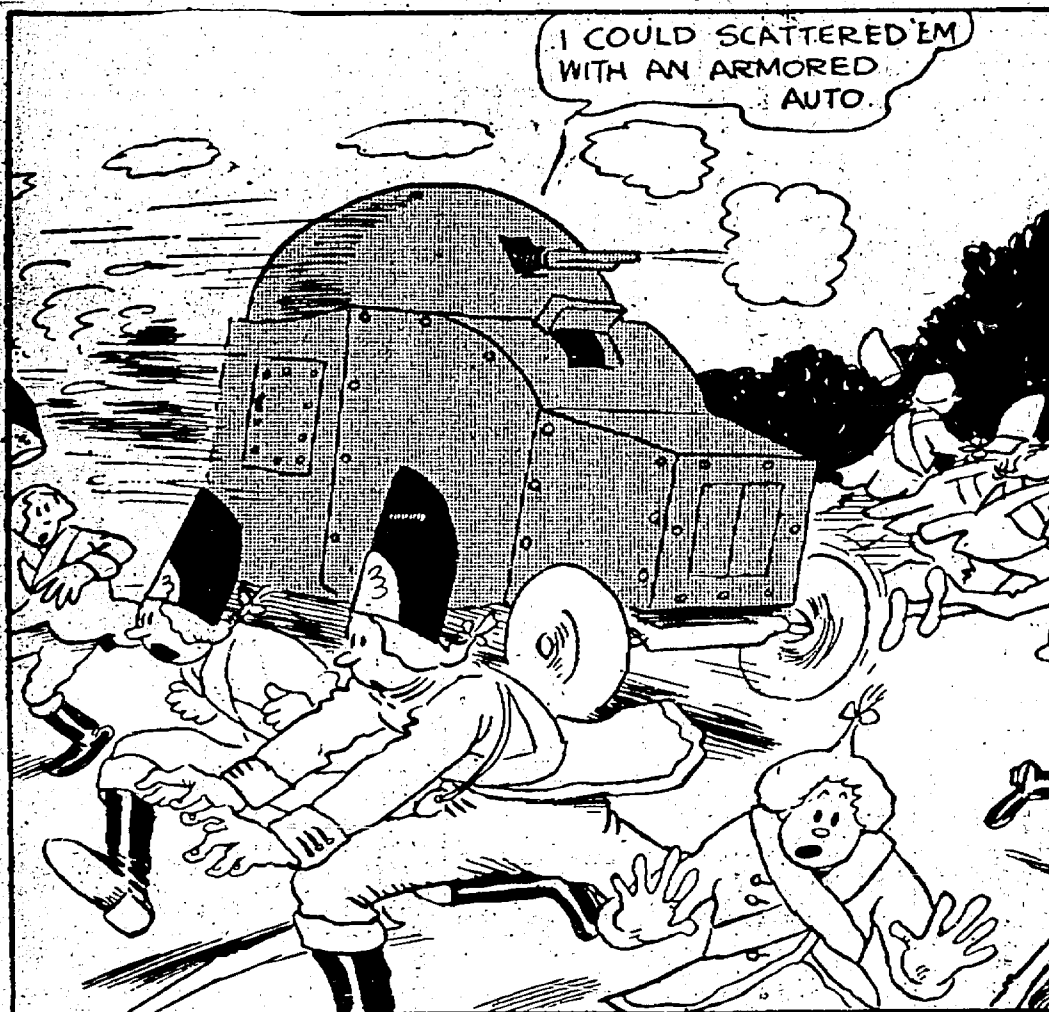
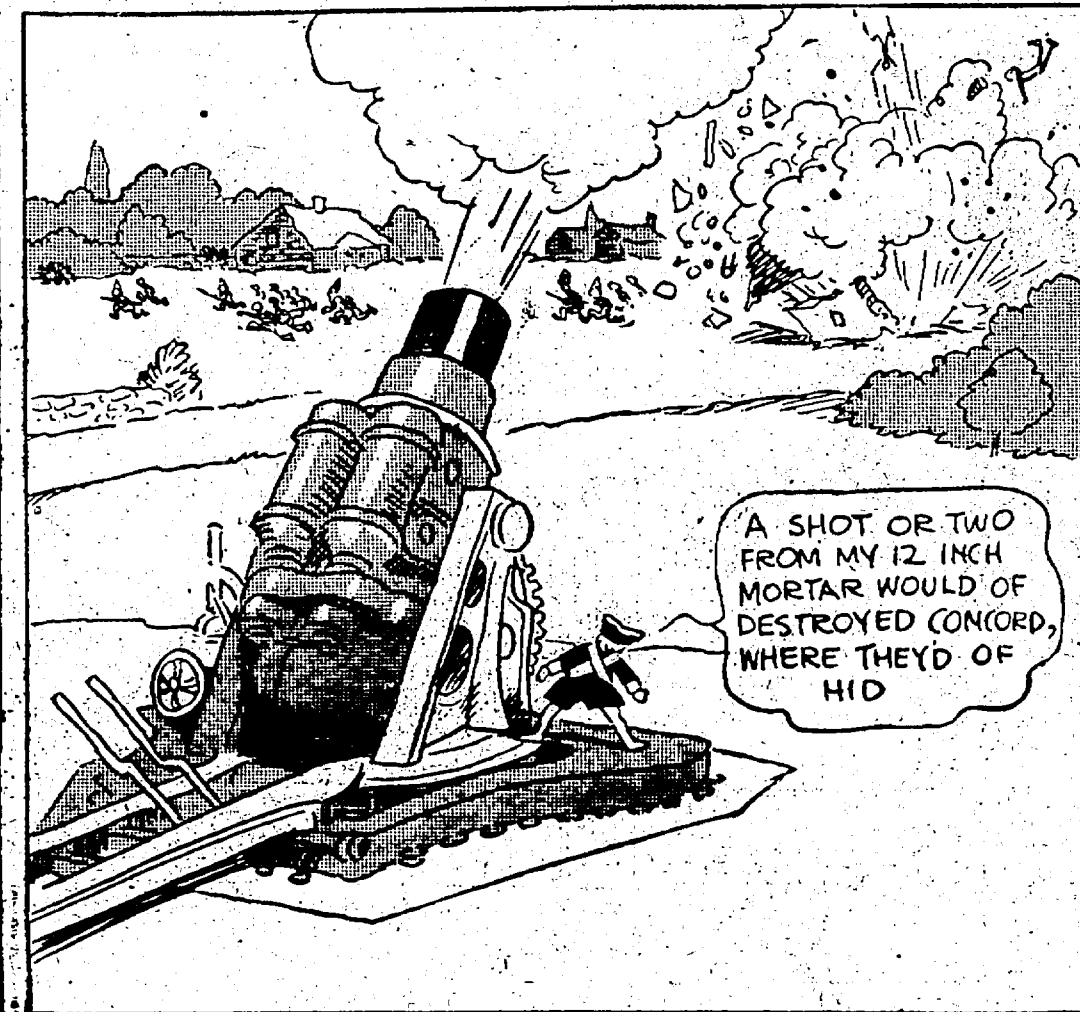
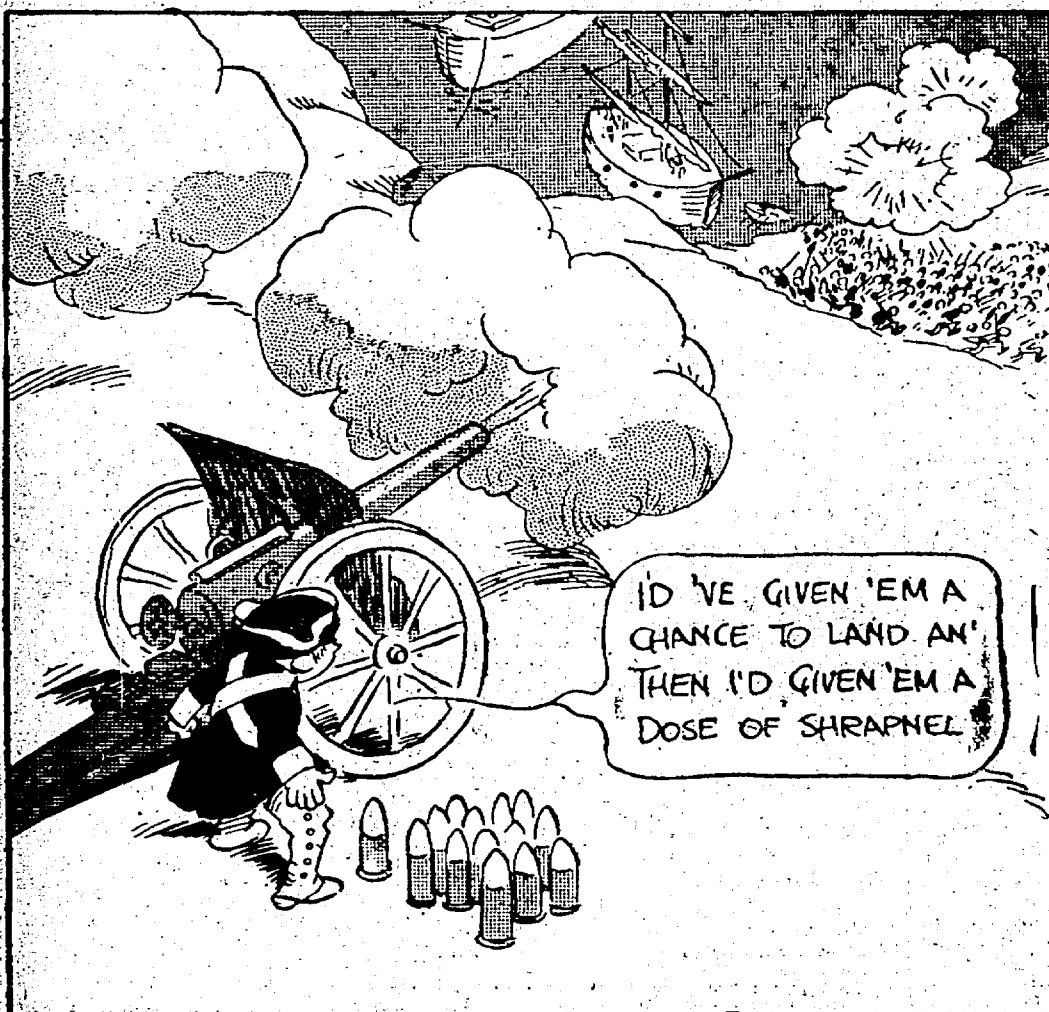
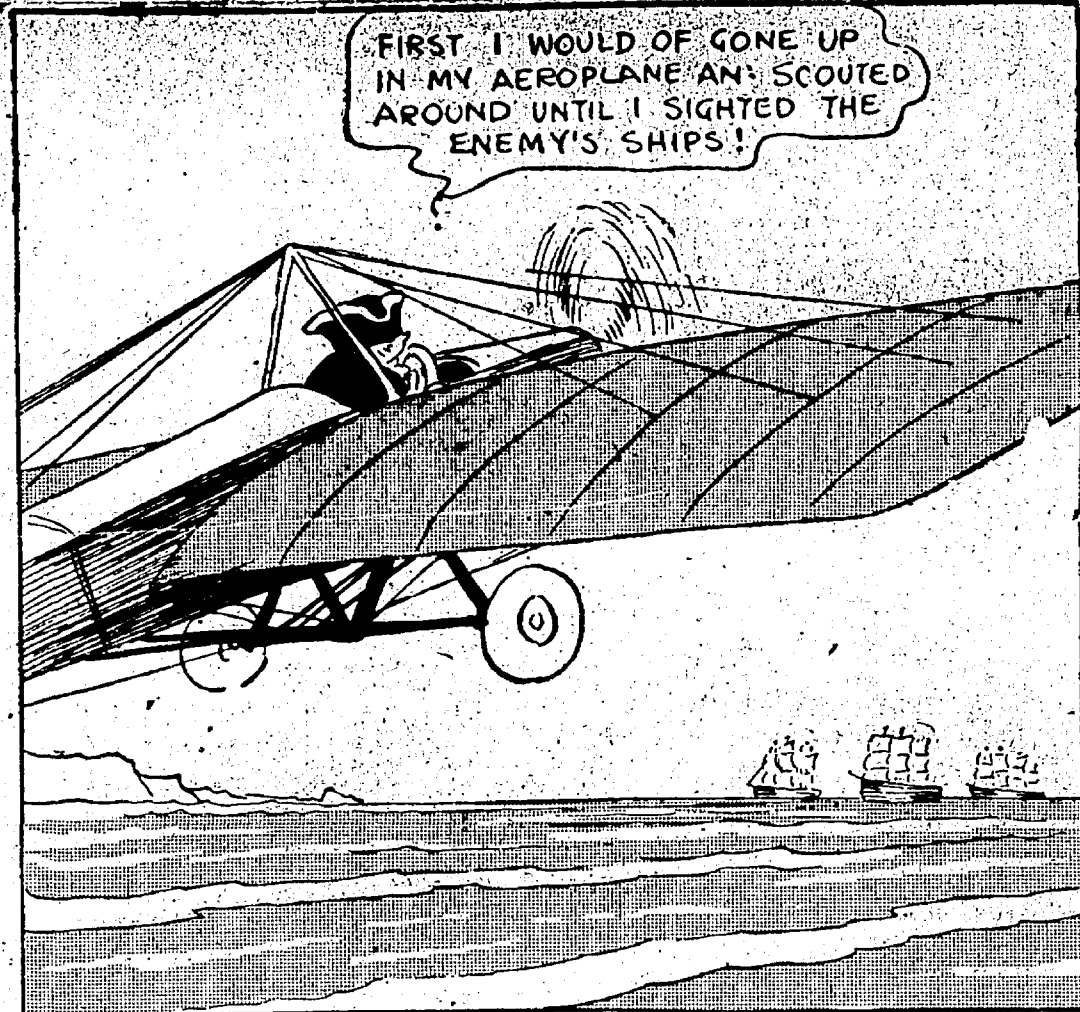
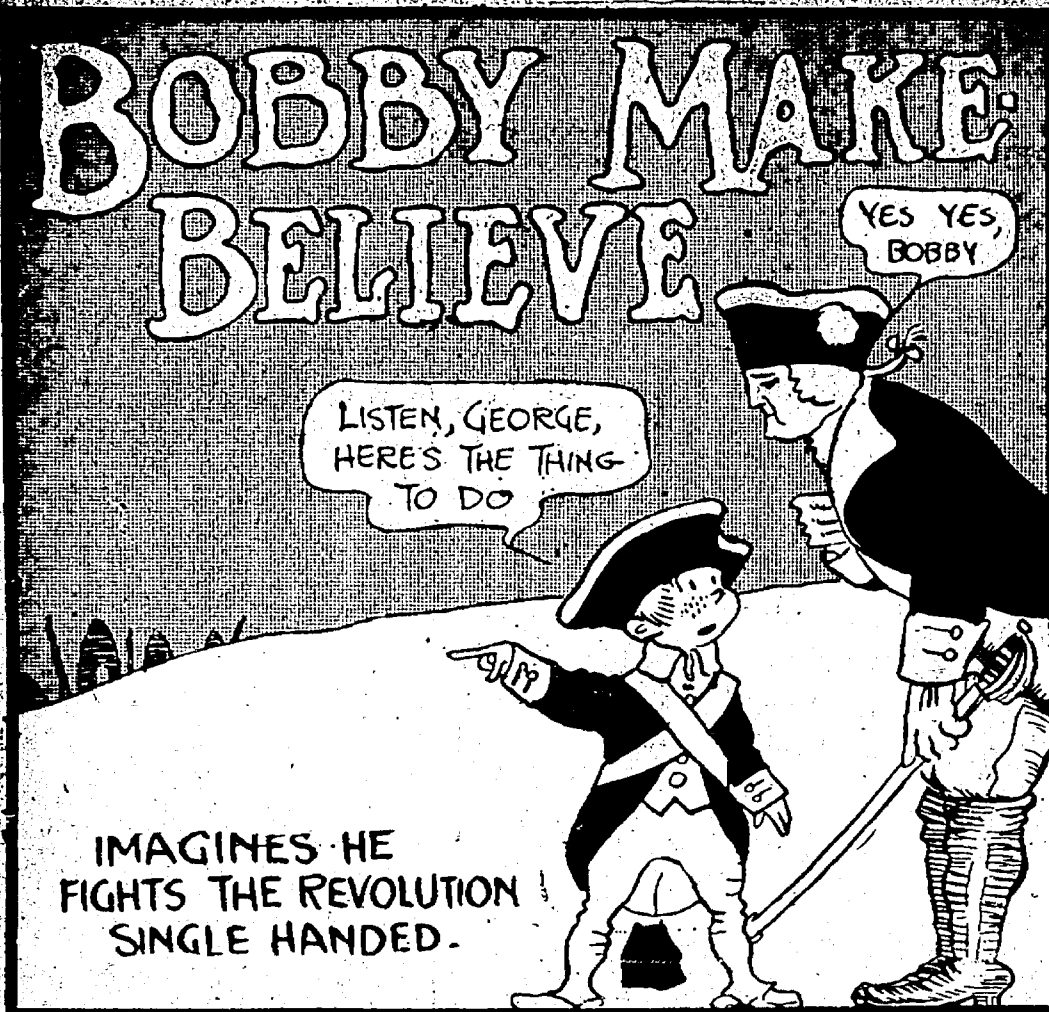
The wedding anniversary of the Walter Martins, the other night, proved that friendships are not always brittle even if their roots dig down into the exotic soil of the ultra-smart set. Someone remarked that "Mary Martin is one of the few women who can gather together her bridal party and guests without eliciting any names on the score of shattered friendships."

The story goes that another young matron in that same set considered an anniversary affair the other night, but abandoned it because she is not speaking now to three of the women who were her bridesmaids. It would have been such a conspicuous advertisement of ill-feeling to celebrate the wedding and to amputate the wedding attendants that the matron decided to forego the whole party.

The anniversary celebration of the Walter Martins, the other night, recalled the rather unusual circumstances attending that wedding. Shortly after their engagement was announced President and Mrs. McKinley and an official party made a tour of the coast.

There was great rivalry among the Republican higher-ups and many were the claimants for the privilege of doing social honor to the presidential party. To Henry T. Scott fell the coveted glory of entertaining them as house guests—a unique privilege brought about through the ill-health of Mrs. McKinley.

When the presidential party arrived here Mrs. McKinley expressed a dislike



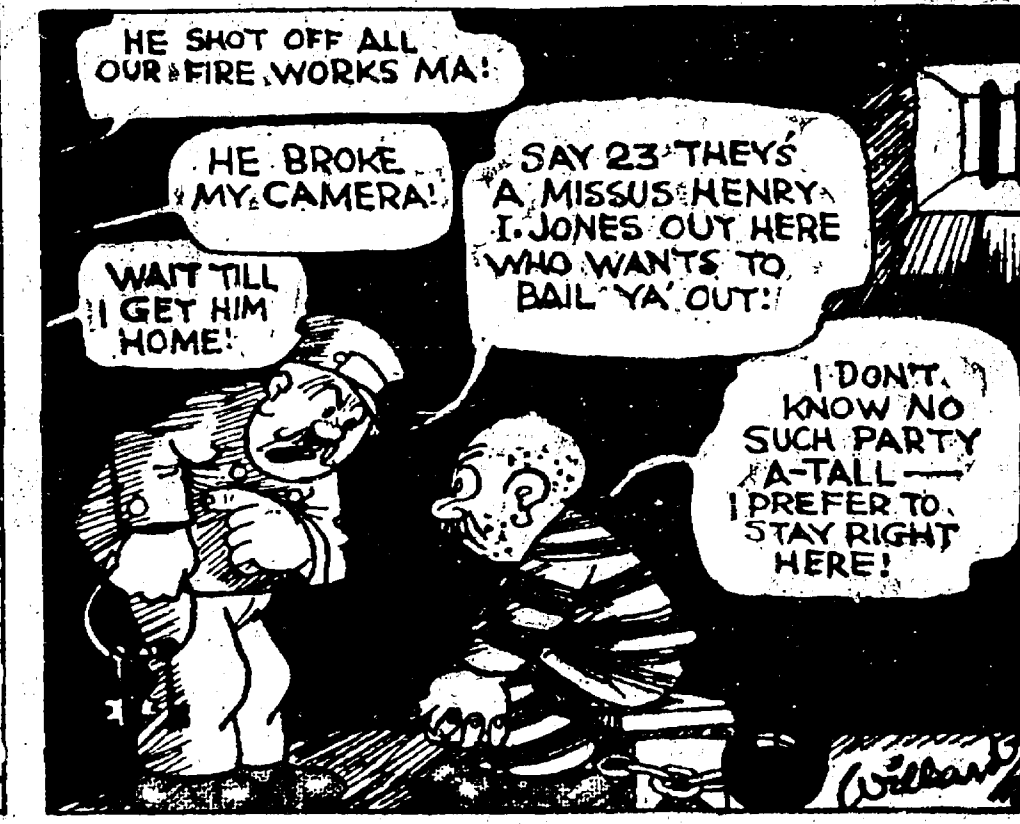
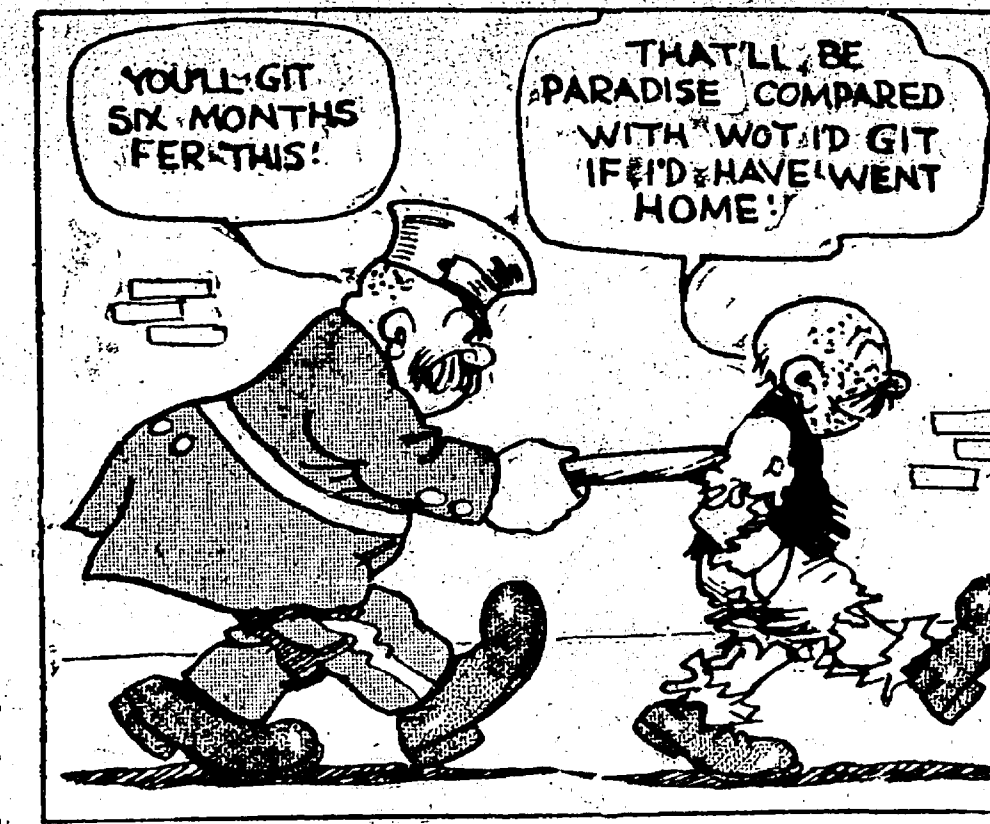
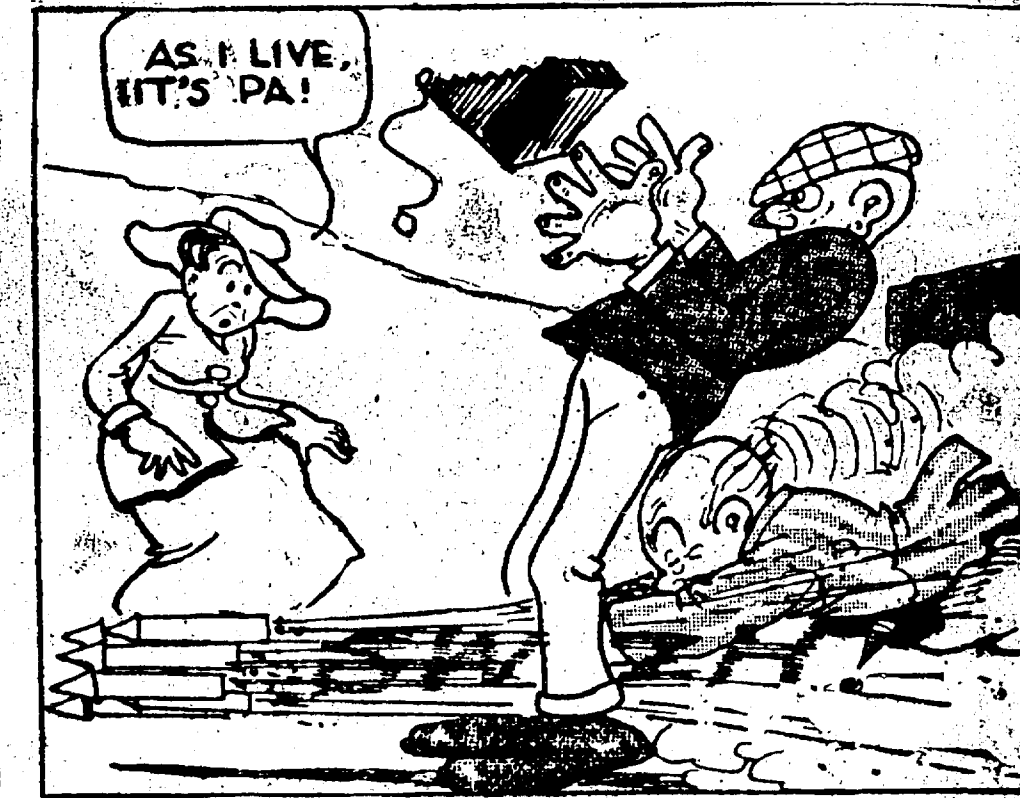
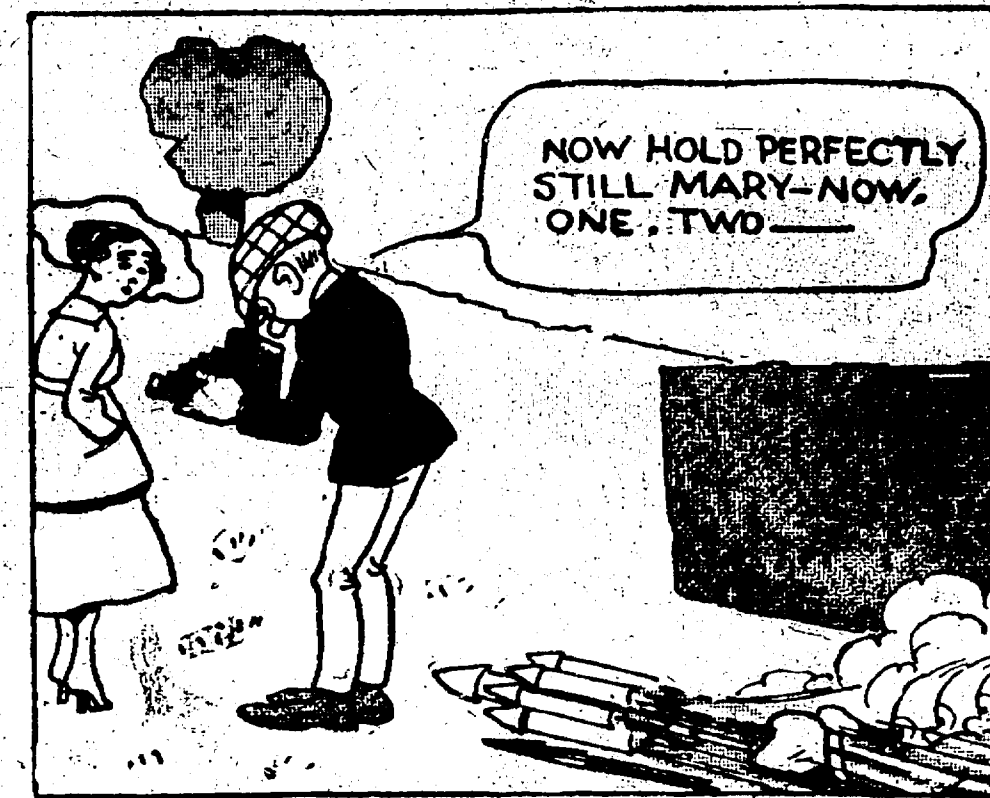
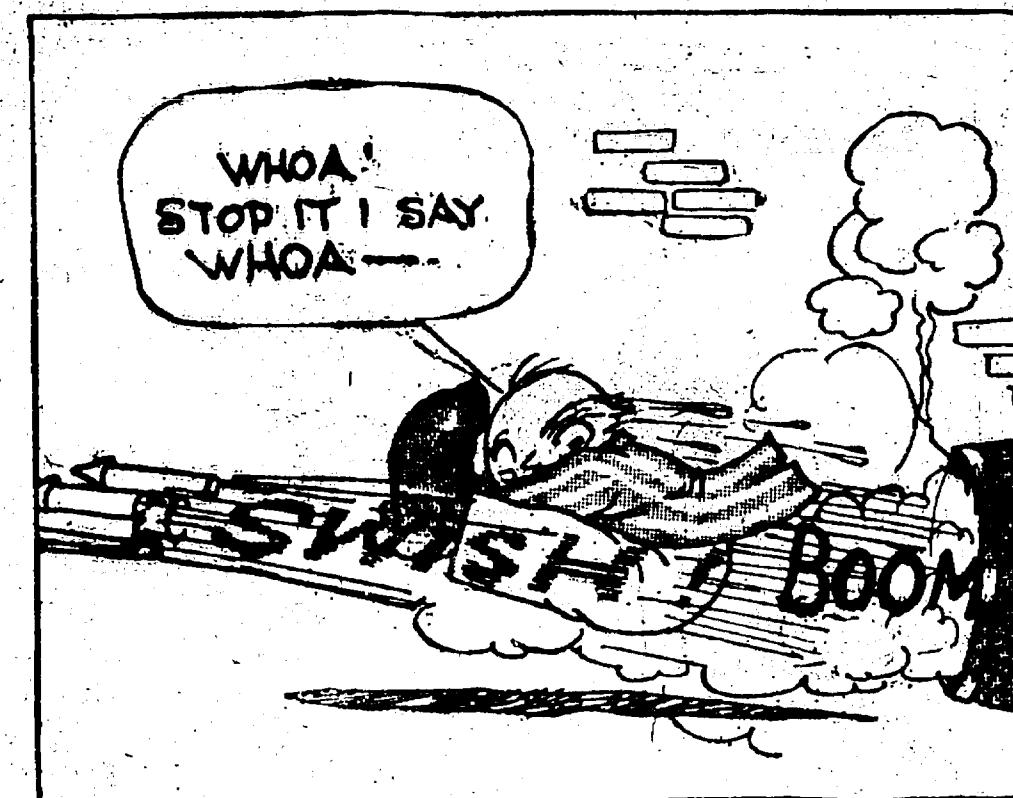
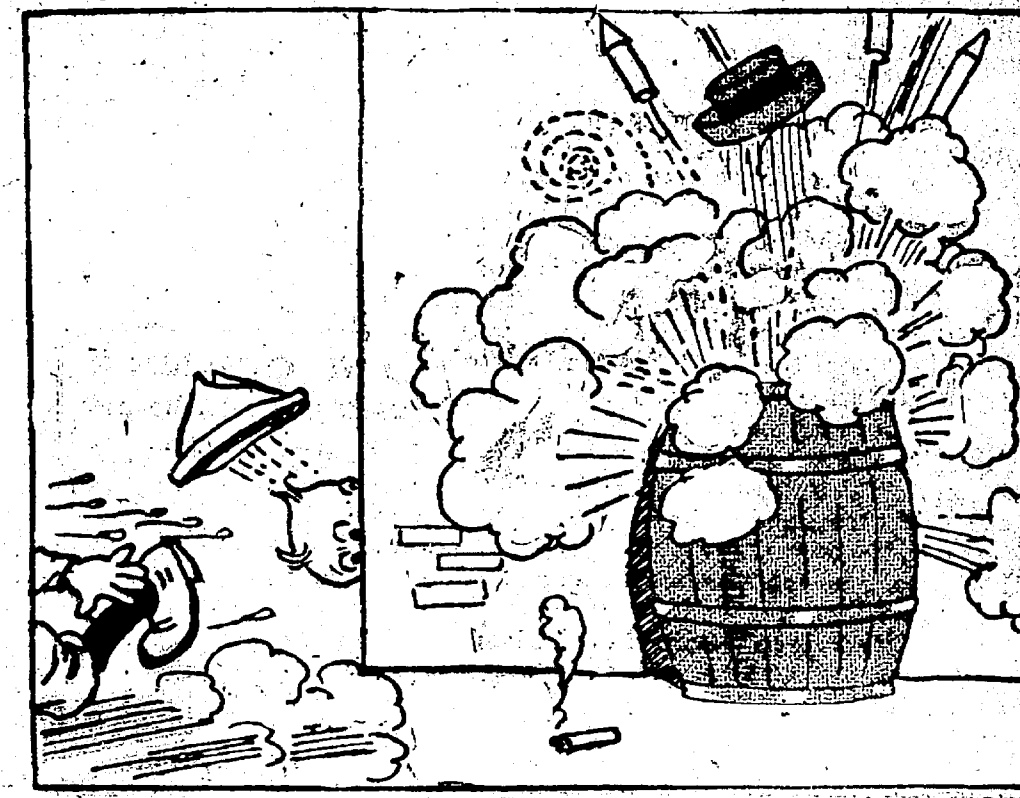
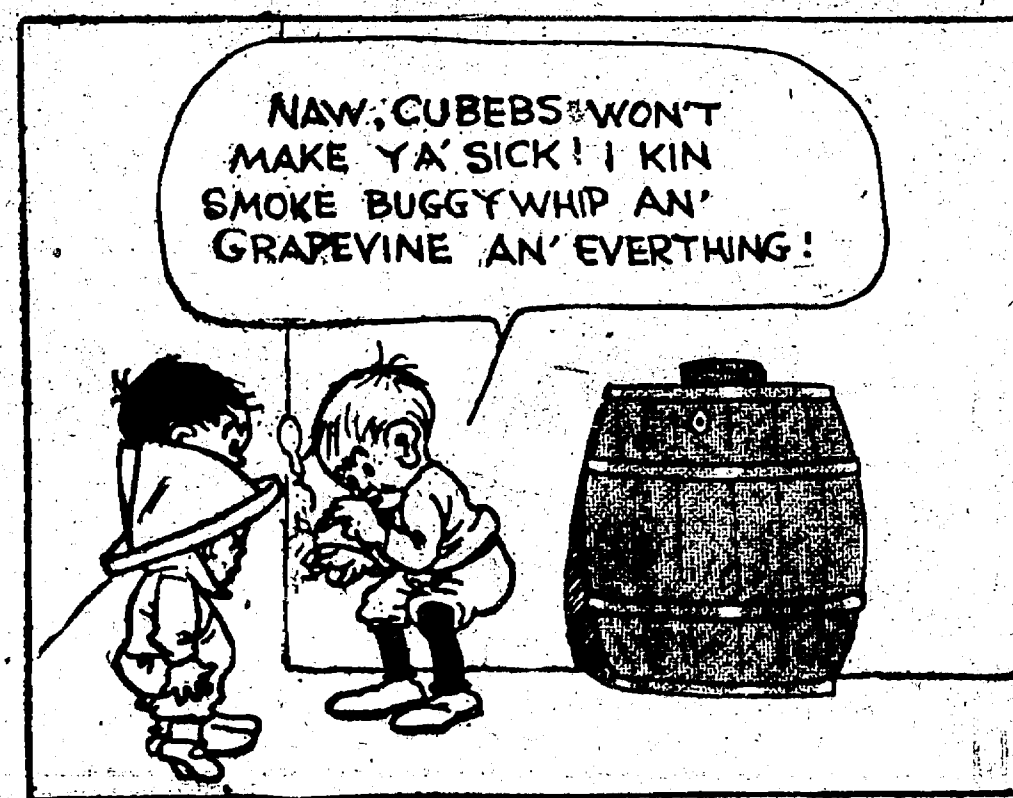
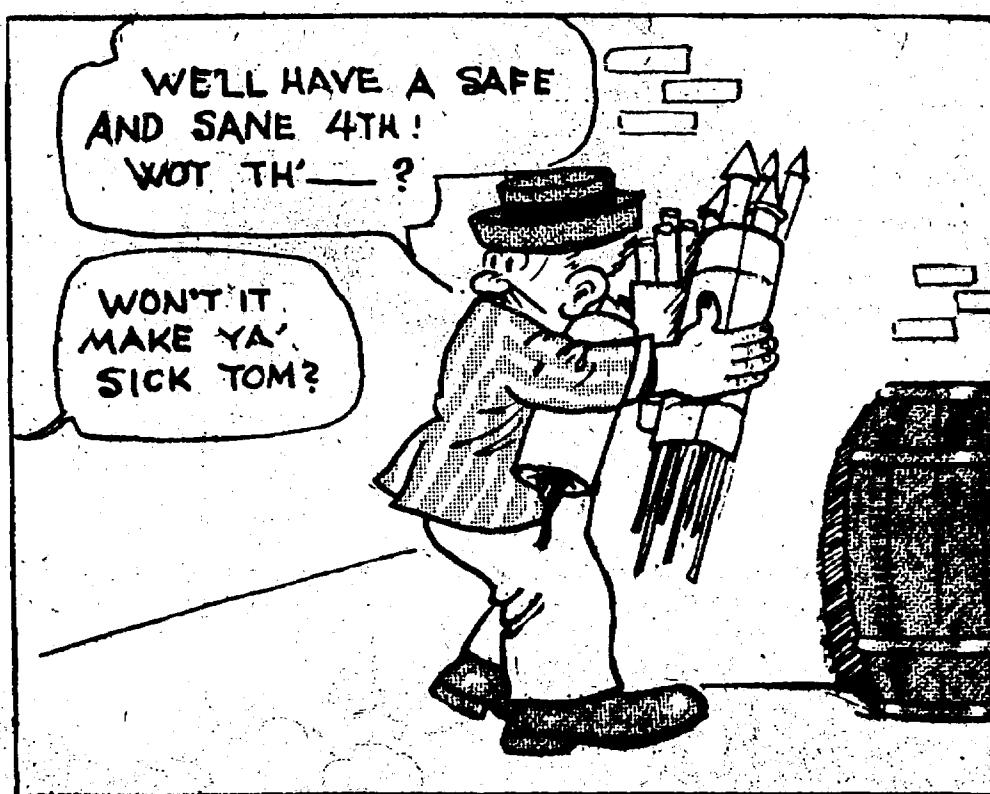
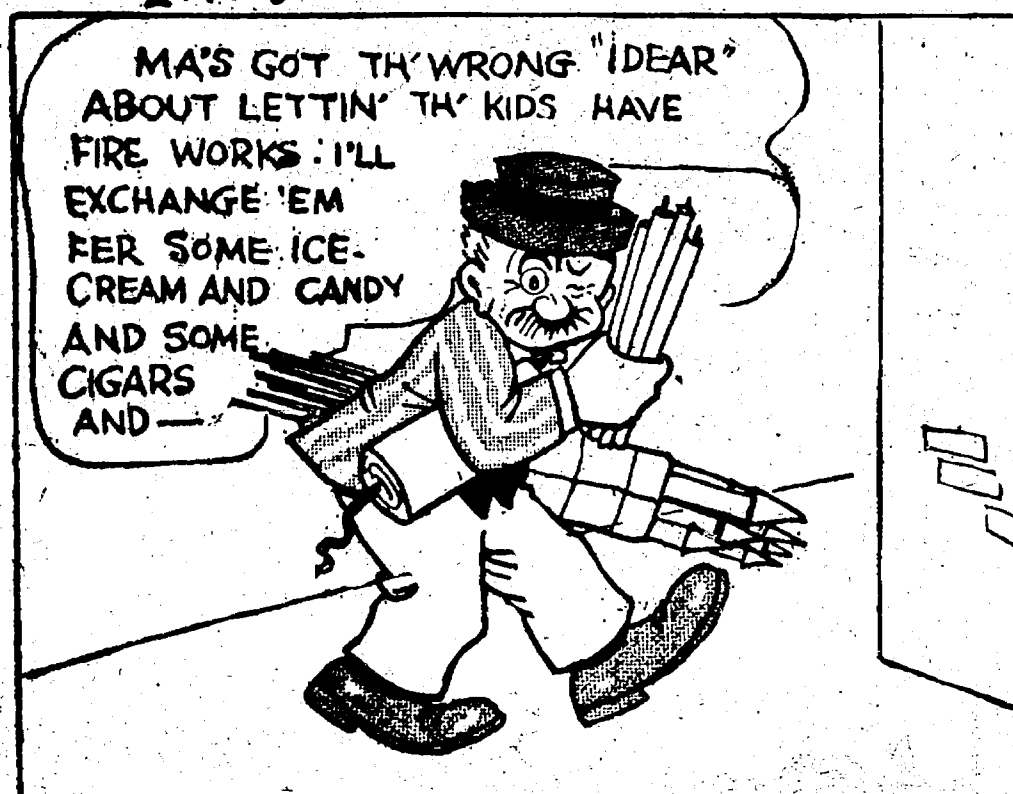
TOM, DICK & HARRY!

SPEND A SAFE AND SANE

4TH

By Frank H. Willard

© 1946 BY J. K. KELLEY
A. F. A. U. B.



CURTAIN



THE TEENIE WEEENIES

FIND A BALLOON.

"JIMMINY, CHRISTMAS!" exclaimed the Dunce, squinting at an object that swayed gently in the wind from the top branch of a tall tree. "What a big apple!"

"That's no apple," said Gogo, staring up at the tree. "You all nebber saw such a bustin' big apple as that."

"What is it, then?" asked the curious Dunce. "Ah dunno, but it ain't no apple."

"Jinks! I'm going up to the house and get a pair of opera glasses," cried the Dunce, and jumping off the mushroom on which he had been sitting, he hurried toward the Shoe House.

"Quick! opera glasses, b-b-b-big apple in the tree; want to see if-if it is an apple," stuttered the Dunce as he bounded into the Teenie Weenie sitting room.

"Gracious me!" said the Lady of Fashion, laying aside her sewing and catching the excited Dunce by the arm. "Now calm yourself and tell us what is the matter."

"Well, th-th-there's something up in the big tree, and-and it looks like an apple, but Gogo says it's not, and I want the opera glasses so I can see whether it's an apple or not," gasped the Dunce.

"All right," laughed the Lady of Fashion; "I'll get my glasses and we'll see this wonderful apple."

Getting her tiny opera glasses, the little lady and several other Teenie Weenies followed the Dunce to the tree where Gogo sat squinting through a small piece of dandelion stem at the mysterious object.

"Let me look," cried the Dunce as the Lady of Fashion adjusted the glasses.

"Where are your manners, Dunce?" frowned the General. "Ladies first."

"Why, it's not an apple," exclaimed the Lady of Fashion. "It's a balloon."

"A balloon!" shouted the Dunce. "Jinks! let's get it and have a balloon ascension."

The Teenie Weenies were much excited over the news and at once made up their minds to get the balloon. It would be a hard task, for the balloon string was caught to the top bough of the tree, but in spite of this fact the little people set to work at once.

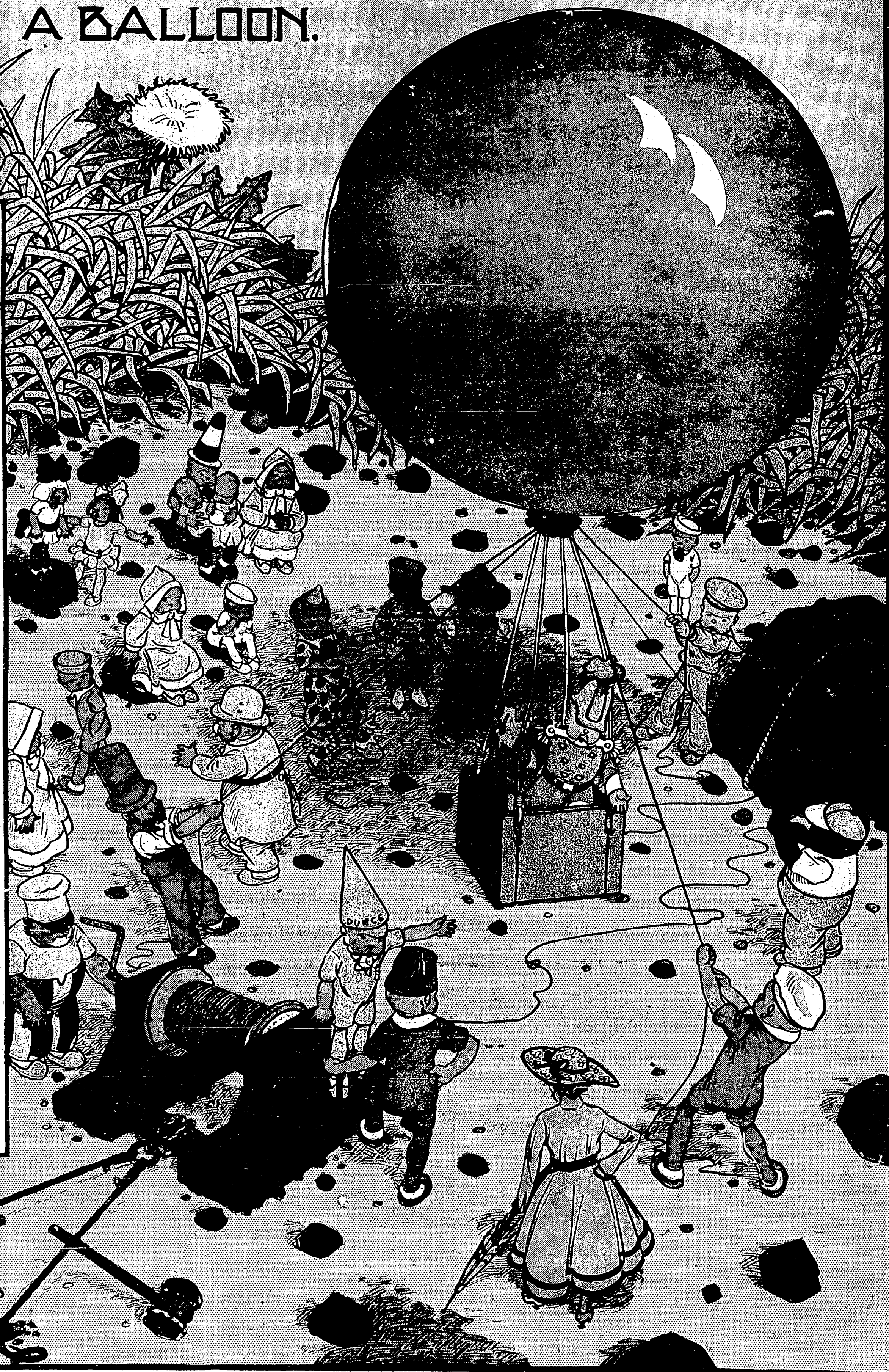
They brought a spool of thread to the tree and the Turk, who was a good climber, tied one end of the thread to his waist and crawled up to the bough on which the balloon was caught. Fastening the end of the thread to the balloon string, the Turk gave the signal and the rest of the Teenie Weenies slowly pulled it to the ground.

The little people then fixed a paper box to the balloon for a carriage and brought up a windlass made out of a spool and some stout pieces of wood. A strong thread was fastened to the bottom of the paper box, passed through a pulley, which had been tied securely to a big stone, and then made fast to the windlass.

Several of the strongest Teenie Weenies held the balloon steady while the General and the Old Soldier, who were to take the first ride, climbed into the box. When all was ready the balloon was cast off and it soon sailed high above the tree tops until it was only a mere speck in the sky. When the balloon had reached the end of the long thread the Turk and the Dutchman slowly wound it back to tie the ground on the windlass.

In this way all the Teenie Weenies were given a ride in the balloon, all except the Dutchman, and that plump little person flatly refused to go up. "It was all right for you skinny fellows to go up in der balloon," he said, "but a fatty like me is much der best on der ground."

(Copyright: 1916: By Wm. Donahy.)



DRIVE BREAKS TEUTON'S LINE

CRISIS IS DELAYED;
CARRANZA SILENTDe Facto Chief to
Find Loophole Is
Belief on Border

WASHINGTON, July 1.—With the adjournment of the House tonight over the Fourth of July, it became highly improbable that the crisis between the United States and de facto government of Mexico would come to final issue before Wednesday at the earliest.

Despite growing impatience over General Carranza's delay in complying with demands that he state his intentions toward American troops in Mexico, President Wilson made no move today toward laying the situation before Congress.

Officials believe he will wait some days, at least for a reply to the note sent a week ago tomorrow, provided there are no further attacks upon General Pershing's men in the meantime.

Before the de facto government had complied with the first demand made in that note by releasing the prisoners taken at Carrizal, it was expected the President would act within a time limit fixed in his own mind. If there was no reply or an unfavorable one, the effect of the release order apparently has been to lengthen this limit, though how much only the President himself knows.

FACTS ARE HIDDEN.
Under the War Department censorship no information General Pershing or the general staff may have of movements of Mexican troops beyond the border was available. Rumors said Carranza's forces were massing around the strip of territory occupied by General Pershing's men, leaving open only the well-guarded road back to the border.

An American friend of Carranza received word that Carranza "one will be firm without being defiant," that it will insist that the Wilson regime has infringed upon Mexico's sovereignty without making a break in relations inevitable.

This message indicated that Carranza will relax sufficiently to keep square with his own people, while at the same time not at once provoking howls from the United States.

How far he will go in disavowing orders to General Trevino to fire upon United States troops was not indicated. Carranza's friends thought, however, there would be some loop-hole on this point.

President Wilson's position of avoiding hostilities at any honorable cost is known to be so positive that trouble will be averted if Carranza is reasonable.

Some authorities suggested mediation may be possible.

The Aguilar statement of yesterday was considered "a document wholly for home consumption."

Pan-American and European diplomats are exerting strong persuasion to prevent Carranza from jumping the gun. The Mexican newspaper, who had weight in Mexican affairs, the administration thinks it will again have force.

REMAIN IN DARK.
The State Department was altogether in the dark as to what Carranza intends to do so far as any official word from Mexico City was concerned. Secretary Lansing thought the message would come through Mexican Ambassador Arredondo and he hoped the answer would be speeded up as requested. If it is not forthcoming soon, further measures will be taken.

The quietude of the state, war and navy departments and the White House this afternoon suggested no signs of a crisis.

The most cheering army news was that 20,000 men, states the regular army last week, trouble the usual weekly enlistments under a special call for 20,000 men. Militia mobilization continued, it was declared, satisfactorily.

WAS CONSUL'S FAULT.
The Mexican customs inspector who was shot by an American soldier across the border from Ysleta, Tex., came to his death as the result of his own carelessness and threatening actions, General Funston reported to the war department tonight.

WHEEL TROOP RUSHED.
EL PASO, July 1.—Fifty motor-cyclists and 150 cavalrymen were rushed to the scene of a reported raid near Fort Hancock, fifty-six miles east of El Paso, this afternoon. The report stated that a number of horses had been driven off, but that no one was injured. It is believed the Mexican raiders were only cattle rustlers.

AMERICAN MISSING.
BROWNVILLE, Tex., July 1.—Officials of the American consulate in Matamoros tonight were searching for J. C. Fridgen, correspondent for the New Orleans newspaper, who disappeared in the Mexican city this afternoon. Fridgen left word with a Mexican hotel employee on this side to notify the authorities if he did not return from a trip to Matamoros by 5 o'clock this afternoon. No word has been heard from him since.

SAN ANTONIO, Tex., July 1.—General Bell reported to General Funston that Lieutenant Hardy of the Eighth Cavalry abandoned the trail of eight Mexican bandits who entered Texas near Fort Hancock, below El Paso, and stole several mounts. Hardy followed the Mexicans to the river.

Hardy reported to General Bell, who ordered Captain Billings, also of the Eighth Cavalry, to follow the Mexicans, but to avoid contact with Carranza's troops. It is not believed that Billings will cross the river.

BOMB PLOT
BLAMED FOR
S. P. WRECKInquiry Board Delves
Into Mysterious
ExplosionInfernal Machine Set
to Blow Mole Up,
Theory

That a bomb placed in the lavatory of the smoking car of train No. 5 of the Southern Pacific caused the explosion that wrecked the car, injuring thirteen passengers, two seriously, was the finding last night of a board of inquiry, which held a rigid investigation of more than four hours over the wrecked coach at the Southern Pacific yards last night.

Despite the opinion of the board of inquiry, which further was to the effect that the bomb was placed on the car with malicious intent, no description of possible suspects has been furnished the police, and so far the explosion remains as much of a mystery as it was Friday night when the injured were removed from the smoking wreck and hurried to the Oakland Emergency hospital.

SET TO WRECK MOLE THEORY.
The explosion was accomplished by a black powder bomb, probably with the intention of so timing the fuse that the bomb would go off on the Oakland mole, and thus cripple the Southern Pacific's western terminal. Such was the theory of the official board of inquiry. Thirteen witnesses, including experts on explosives, were examined before the conclusions of the inquiry board were made public.

AHEAD OF SCHEDULE.
The failure of the bomb to explode on the mole was described by witnesses to the fact that train No. 5 was ahead of its schedule on its run from Ogden, and that it waited over at sixteen street three minutes later the "infernal machine" was just ready to pull out, testified Conductor W. H. Brooks, when the crash of the explosion came.

Independent investigations were made of the effects of the explosive by two experts—J. J. Brandt, of the Hercules Powder Company, and Dr. Harry East Miller, an Oakland chemist. Both testified that, in their opinion, the explosion of the car was caused by the explosion of low-grade black powder, confined in a small space.

The board of inquiry heard a dozen witnesses, including passengers and trainmen on the car, and also several powder and gas experts who discussed the effects of various explosives, and, after examination of the torn steel of car, rendered an opinion that no gas explosion could have wrought such havoc. That the bomb contained high-power explosive of some sort was positively stated by the powder experts, and the gas men, after examining the apparatus on the car and learning of the arrangement of the lavatory, declared that a gas leak could not have caused so much damage in so small a space.

The board of inquiry consisted of G. E. Gaylord, assistant superintendent of the Southern Pacific; F. C. Kelm, master mechanic; D. A. Porter, division engineer; M. P. W. Harvey, real estate man of Berkeley; and Roland Oliver, Oakland powder expert. The inquiry convened at 1 o'clock and lasted until 5:15 in the afternoon.

HAVE NO SUSPECTS.
No further efforts are being made by the inspectors' bureau of the Oakland police department to trace any possible suspects who might have been responsible for the explosion. They are inclined to hold to the theory that the occurrence was entirely accidental and that some person left nitro-glycerine or detonating caps in the lavatory for the purpose of getting rid of them. Even if they were desirous of following up any definite clues they would have no leads.

(Continued on Page 18, Col. 5)

Mrs. Hughes Present
at Taft Conference

BRIDGEMAN, L. I., July 1.—Charles Evans Hughes, Republican nominee, hasn't yet definitely stated his views on woman suffrage—but attention of the suffragettes is here by directed to the fact that Mrs. Hughes is one of her husband's most valued assistants and advisers. Tonight it developed that at Hughes' conference with Taft yesterday Mrs. Hughes was present throughout. She is also having her hand at criticizing her husband's tentative draft of his acceptance speech.

It appeared that the official notification would not come until after July 20. Within three weeks after that time it was believed the Republican campaign "swing around the circle," probably going out to the Pacific coast by the northern route and returning by the south.

French and Russ Join Offensive

FINAL STAGE
OF WAR IS
APPROACHEDCrisis in War at Hand
on Result, Is
BeliefNew Struggle Too Young
for Predictions;
Verdun Saved

By J. W. T. MASON.
(Written for the United Press.)
NEW YORK, July 1.—Under initial circumstances that are highly favorable, the long-awaited Anglo-French offensive is now in full operation. The final stage of the war, in fact, probably will be dated from today.

The brunt of the fighting in the western sector is falling on the British armies. The attacks of the French are in the little more than a sympathetic movement and a protection for the British flank.

The meager official statements suggest that the British have gained an average depth of perhaps two miles along a sixteen-mile front. This is a large victory for the first few hours of the fighting. It is not probable that the British are expected to progress continually at so rapid a rate, but a few advances of this nature will throw the German western front into serious confusion. It is as yet too early to determine whether the British are succeeding in co-ordinating the various movements that enter into a major offensive. Lack of co-ordination has been the French hampering factor of previous offensives, and special attention has lately been given to this difficulty by the British general staff.

WILL SAVE VERDUN.
But whether the German western front is pierced or not, the present British movements may well save Verdun, and unquestionably, it will prevent a large German force being sent to support the Hungarians in the east. News may now arrive at any time that the Russians are crossing the Carpathians and are amid the grain fields and cattle pastures of Hungary. Whether in fact Hungary is to remain secure from the Slavs depends fully as much on the persistence of the present British offensive in the west as it does on the pressure of the Russians in the east.

FRENCH SWING FORWARD.
PARIS, July 1.—The Anglo-French offensive is swinging forward on a forty-mile front, the French official statement issued here on the new drive.

North and south of the Somme, French and British troops developed an offensive on a forty-mile front today, capturing first-line enemy positions, said the war office statement.

At the Somme we captured Dompreux (seven miles west of Peronne), Bequincourt (eight miles west of Peronne) and the village of Bussuay.

Unwounded German prisoners taken by the French alone total 3,000 up to the present. In a renewal of the fighting on the east bank of the Meuse, French troops at 10 o'clock this morning again recaptured the Thiaucourt works.

BELGIAN GUNS ROAR.
HAYRE, July 1.—Belgian artillery suddenly became extremely active today, firing a salvo at the opening of the allied offensive.

"Our artillery today carried out a destructive fire on German works and batteries, especially in the region of the Meuse, where the Belgians have announced tonight. The enemy replied violently near the outskirts of the town."

Russian Forces Are
Routed in Turkey

CONSTANTINOPLE, via London, July 1.—A statement issued today by the war office says:
"Persian frontier: Russian forces driven from Kirin, a small town west of Mesrabad, between Kirin and Harunabad, on the road to Kermanshah. After an eight-hour battle, in which they suffered heavy losses, they were compelled to flee in the direction of Harunabad. Our troops continue the pursuit."

Caucasian front: On the left wing the enemy attempted to retake a position that had been abandoned by him, but his attack failed.
"In a counter-attack our troops took dominating positions, from the enemy and captured three machine guns."

Troopers Are Sent From
Fort Hancock, Report

EL PASO, July 1.—A report reached here this afternoon that troops had been deputed from Fort Hancock, fifty-six miles southeast of El Paso, to the border territory immediately south to hunt Mexican rustlers who last night stole some horses. The report said the Mexicans numbered 150, but army men here could not verify these figures.

War Engine of Allies
Crushes German Lines
In Western Sectors

LONDON, July 1.—After weeks of intense bombardment with guns of every caliber, firing a million shells daily, the British early this morning launched a general offensive against the German line along a front of twenty miles north of the river Somme. They succeeded in taking the German front line trenches and capturing many men.

The French on the British right co-operated in the attack. When the dispatches thus far received left British headquarters the fighting was raging, and further successes, it was said, were being recorded.

The front selected for the British offensive was declared by the British war office to be the most important of the line as well as the frequent raids which procured for British headquarters important information as to the disposition of the Germans was designed to keep the German generals uncertain as to the point at which they would be called upon to meet the brunt of the attack.

Reports received from the front five hours after the combined French and British offensive was launched showed that the allies had captured the towns of La Boisselle, Serre, and Montauban, and Curleu and Faviere Woods. The main first line trenches over the entire front under attack are reported to have been taken, and at various points the fighting has reached the main second line. These reports show that the French and British at the points of their further advance have broken through a distance of more than five miles beyond the first German trenches. Montauban is five and a half miles east of the old British front, and Curleuwood is six miles east-southeast of Albert.

AIM AT THIEPVAL.
The British are endeavoring to surround Thiepval, and at other points an intense struggle is under way for towns and villages. Reports from the front indicate that the present German position at Thiepval is being threatened.

At this hour the British are making good progress behind the front lines in German-held territory. Serre and Montauban, which the British have captured, are important technical points. Serre is southeast of Thiepval and Montauban is northeast of Bray.

The British are fighting for the villages of Mametz and Contalmaison, portions of which they hold, are fighting gallantly for the villages of the front line.

The French, advancing on the British right, are moving with great steadiness. After the assault they quickly covered a distance of five kilometers beyond the German front line. This fact alone has gone well for France and England.

This is the first time since the outbreak of the war that the intention of an army to undertake an offensive has been so well advertised. A week ago, when the German attacks against Verdun began to make further headway, and it was found the army of the Crown Prince was getting within distance of Verdun, the British began to speak. Since then, except for the hours when the British infantrymen were raiding German trenches, a continual bombardment has been maintained.

INNUMERABLE BATTERIES.
Batteries which now are innumerable took turns at smashing the German defenses, destroying communication trenches and blowing up ammunition depots. Fourteen reserve corps, the British reserve corps, which rests partly north and partly south of the Somme. Behind the German front are the following reserve units:

First Bavarian reserve division. Thirty-third landsturm brigade. One Hundred and Eleventh Division. Fifty-second division.

There is no way of estimating the number of British opposing the Germans on this front. Travelers arriving from France recently have reported the country around Amiens swarming with several hundred thousand British troops.

MEXICANS HOLD
AMERICAN WOMAN
WITH PASSPORT

Release Demanded by Consul Following Raid Upon Train.

NOGALES, ARIZ., July 1.—Mrs. William Hamilton, wife of an American connected with the Los Mochis Sugar Company of Sonora, was taken from a train yesterday at Nogales, miles south of the border, by Major Pelon Palma, military trainmaster of Sonora, according to reports received here today.

United States Consul Simplich immediately demanded her release, and Jose Batrudo, secretary to Ignacio Bonillas, a Carranza cabinet officer, took the matter up with General Noragaraya, military chief in Nogales, Sonora. Mrs. Hamilton was traveling on a passport issued by General Estrada at Hermosillo.

Major Palma is at present under indictment in Arizona on the charge of horse stealing.

Italians Report New
Gains in Offensive

ROME, via London, July 1.—Continued progress for the Italians in their offensive, notably in the Posina sector in the Trentino, is announced tonight by the war office. The advance continues along the entire Posina line and also in the Arco valley.

BRITISH ARE
VICTORS ON
16 MILES
OF FRONTGermans Pushed Back 6
Miles in First Day
of Great Concentrated
Attacks in FranceMANY TOWNS FALL;
STRONG FORTS TOTTERLabrynth of Trenches
Captured, Is Report of
General Haig; Loss
to Kaiser Is AppallingHEADQUARTERS OF THE
BRITISH ARMY IN FRANCE, July 1.

Smashing eastward in the greatest allied offensive since the battle of the Marne, the British today rolled back the Germans on a front of more than sixteen miles and thrust back the German line for six miles. The battle was of the greatest violence tonight.

The towns of Mametz, Serre, Montauban and La Boisselle are, definitely known to have been captured in the mighty rush of England's new armies. The latest previous advance said that German line for six miles.

An unconfirmed report early tonight said that the strongly fortified town of Fricourt, a most important element in the German defense, was captured in this afternoon's fighting.

The latest previous advance said that Fricourt was entirely cut off by the British force and that desperate hand-to-hand fighting was going on at this point. French forces co-operating with the British in the tremendous offensive captured the town of Curleu and the surrounding woods and the Navire wood. The French advance late this afternoon was estimated at more than two miles.

DRIVE SPREADING.

The allied drive began at 7:30 this morning on a twenty-mile front, with a front extending northeast and southeast of the village of Albert. All the important gains announced thus far have been on this sector, but there are indications that the struggle is spreading to the whole eighty miles of battle front between the Yser and the Somme.

The British advance alone eclipses any gain made by either side on the western front in a single day of fighting since trench warfare began.

The British losses thus far have been extremely light considering the nature of the offensive. The enemy losses or the number of prisoners cannot be estimated at this time, but in the engagement at Mametz alone late this afternoon the British broke in 1,000 captives.

The thunder of cannon apparently increased rather than slackened as the day waned. In the twilight tonight the horizon north and east was lit by the dull glow of burning villages, only partly obscured by great clouds of dust and smoke.

PITCHED AIR BATTLE.

The British are pressing their advance home without a moment's lull. At no point thus far excepting east of Mametz, the British have not attempted successfully to make a stand. Driven out of the village before noon today, the Germans launched a fierce counter-attack on the eastern outskirts this afternoon. Hundreds of German troops were sacrificed in an attempt to recapture the ruins of the town and break the British rush.

The attack was repulsed with bayonets. Early tonight the British were again making progress east of the village.

A pitched air battle between a British raiding fleet and a squadron of twenty German Fokkers occurred over the British front today while the British offensive was under way.

The British losses thus far have been from a raid on the railway station at Lille, was attacked by the Fokkers. Two of the Fokkers were shot down by machine gun fire. The British machines returned safely.

MANY TRENCHES TAKEN.
LONDON, July 1.—"On our right we have captured a German labyrinth of trenches on a seven-mile front to a depth of 1,000 yards," reported General Sir Douglas Haig, British commander-in-chief, in a supplementary official statement tonight dealing with the British offensive.

"We have captured the strongly fortified villages of Montauban and Mametz."

The British attack was preceded by an hour and a half of bombardment, in which artillery of all calibers dropped a heavy rain of shells into the German lines.

(Continued on Page 19, Col. 2)

DOO REACH POST; CAMP IN VALLEY

Capt Bothers Troopers From East; Change in Orders

The animal was sitting in an open place and when Mrs. Calvary closed the trunk it caught the cat's tail. Enraged, the cat sprang at her, bit her and clawed her face. An artery was severed in her forehead and Mrs. Calvary lost so much blood before beating the cat off and making her way to neighbors.

The Marine Corps forms the first line of the national mobile defense, and the volunteers are likely to get quick action in case of war, as the marines are usually "first in" when actual hostilities commence. About 4600 of the less than 10,000 "soldiers of the sea" are now actually on duty.

Pershing's Aeroplane Scout Watches Mexicans: Lines Drawn Closer

Mexico's Victim Tells Tale

FIFTH INFANTRY MAY

Inquiry Board Delves Into Circumstances Surrounding Explosion.

The occurrence greatly resembles one which happened in 1908 on the Southern Pacific ferry Berkeley, when the men's lavatory on the lower deck was blown to splinters by the explosion of a bottle of nitro-glycerine.

CAVALRY TROOP FORMS AT REEDLEY

Young Men Organize With More Than Forty-six to Start.

**Wisconsin Troops
Ride in Cattle Car**

Guns Trained on Juarez; City Could Be Wiped Out

VERY EFFICIENT PASSED OVER LINE

GUARD MOVEMENT
VERY EFFICIENT

It camp until it reached its destination. It has been possible to divert any organization from its original destination at any time and send it where its presence might be most necessary.

Former Marines Rush

FOOD FOR MEXICO PASSED OVER LINE

Mexican dealers explained the purchases by pointing out that within the state torn by years of strife practically no crops are being raised in Chihuahua and numbers of the people are on the verge of starvation.

Wisconsin Troops Ride in Cattle Car

Missouri Troops Are En Route to Border

Missouri Troops Are En Route to Border

Indications are that the brigaded headquarters and Fourth regiment will move Monday, the Second regiment Tuesday and the Third regiment, Troop B cavalry field hospital and ambulance companies Wednesday.

**Mexican Governor Aids
Owners to Get Stock**

EAGLE PASS, Tex., July 1.—Governor Morelos of the state of Coahuila, through Mayor Suhmidt of this city, today signed a manifesto ordering the return of 100,000 cattle recently seized from American owners just south of the border. It is

Cavalrymen Receive Horses From Carri

EL PASO, July 1.—The northern cavalrymen captured at Carrizal were released from Chihuahua prison today among the first to see the two three horses returned by the federal government yesterday on their rival at Fort Bliss. With a shout today the Carrizal heroes made a

FIFTH INFANTRY MAY LEAVE CAMP TOMORROW

permit any more recruiting in any of the companies. Today he compiled a final tabular showing the exact strength which California will throw into border service. The table shows that the guardsmen are 228 officers and 4,229 men strong, a total of 4,457 troops. The following staff

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RECRUITING LIST | MEXICANS CRY FO RAPIDLY GROWS | WARFARE WITH U.

WASHINGTON, July 1.—Reports to the War Department today continued to show satisfactory progress in the military preparations for any eventualities in or beyond the border.

WASHINGTON, July 1.—Reports to the War Department today continued to show satisfactory progress in the military preparations for any

227, and San Francisco third with 421 against 81.

The War Department issued today a brief bulletin under its new censorship rules. It reported that incriments of the California and Illinois National Guard entrained for the border last night and contained excerpts

**Bandits Continue to
Join Carranzistas**

**GOLDBERG
BOWEN & CO
GROCERS - EST. 185**

ONE-EYED; HAS TWIN MOUTHS.
ALTON, Ill., July 1.—A one-eyed catfish with two mouths and weighing

Charles Homer, an Alton fisherman, at the Joest dock in Alton. The eye was on the left side of the head. One mouth was of regular size. Underneath, this was a second mouth not as

**Carranza Government
receives Pledges of Support
Demonstrations Made.**

MEXICO CITY, July 1.—Telegraphing of adhesion to the Carranza government and offering contributions of from 200 to 3000 each continue to pour into the central government from various parts of the republic while accounts of popular mass-meetings are being received from all quarters.

At Tuxtepec, state of Oaxaca, manifestants, after a popular meeting at which orators spoke for hours, crowded into the telegraph office.

Similar meetings have been held in Puebla, Queretaro, Guadalajara, Guadalupe, Hidalgo, Morelia and many other points.

work of the women's peace part
New York and have correspon
with Margaret Lane of New Y
City in an effort to aid in bring

MEXICO CITY, July 1.—The Mexican reply to the American note expected to be ready for delivery within forty-eight hours, it was stated at the foreign office tonight.

**GOLDBERG
BOWEN & CO
GROCERS - EST. 185**

TEAS-COFFEES
WINES-CIGARS
HOUSEHOLD GOODS

469-13th STREET
NEAR BROADWAY - PHONE LANZERS 7

1998, 1999, 2000, 2001, 2002, 2003, 2004, 2005, 2006, 2007, 2008, 2009, 2010, 2011, 2012, 2013, 2014, 2015, 2016, 2017, 2018, 2019, 2020, 2021, 2022, 2023, 2024, 2025, 2026, 2027, 2028, 2029, 2030, 2031, 2032, 2033, 2034, 2035, 2036, 2037, 2038, 2039, 2040, 2041, 2042, 2043, 2044, 2045, 2046, 2047, 2048, 2049, 2050, 2051, 2052, 2053, 2054, 2055, 2056, 2057, 2058, 2059, 2060, 2061, 2062, 2063, 2064, 2065, 2066, 2067, 2068, 2069, 2070, 2071, 2072, 2073, 2074, 2075, 2076, 2077, 2078, 2079, 2080, 2081, 2082, 2083, 2084, 2085, 2086, 2087, 2088, 2089, 2090, 2091, 2092, 2093, 2094, 2095, 2096, 2097, 2098, 2099, 2100, 2101, 2102, 2103, 2104, 2105, 2106, 2107, 2108, 2109, 2110, 2111, 2112, 2113, 2114, 2115, 2116, 2117, 2118, 2119, 2120, 2121, 2122, 2123, 2124, 2125, 2126, 2127, 2128, 2129, 2130, 2131, 2132, 2133, 2134, 2135, 2136, 2137, 2138, 2139, 2140, 2141, 2142, 2143, 2144, 2145, 2146, 2147, 2148, 2149, 2150, 2151, 2152, 2153, 2154, 2155, 2156, 2157, 2158, 2159, 2160, 2161, 2162, 2163, 2164, 2165, 2166, 2167, 2168, 2169, 2170, 2171, 2172, 2173, 2174, 2175, 2176, 2177, 2178, 2179, 2180, 2181, 2182, 2183, 2184, 2185, 2186, 2187, 2188, 2189, 2190, 2191, 2192, 2193, 2194, 2195, 2196, 2197, 2198, 2199, 2200, 2201, 2202, 2203, 2204, 2205, 2206, 2207, 2208, 2209, 2210, 2211, 2212, 2213, 2214, 2215, 2216, 2217, 2218, 2219, 2220, 2221, 2222, 2223, 2224, 2225, 2226, 2227, 2228, 2229, 2230, 2231, 2232, 2233, 2234, 2235, 2236, 2237, 2238, 2239, 2240, 2241, 2242, 2243, 2244, 2245, 2246, 2247, 2248, 2249, 2250, 2251, 2252, 2253, 2254, 2255, 2256, 2257, 2258, 2259, 2260, 2261, 2262, 2263, 2264, 2265, 2266, 2267, 2268, 2269, 2270, 2271, 2272, 2273, 2274, 2275, 2276, 2277, 2278, 2279, 2280, 2281, 2282, 2283, 2284, 2285, 2286, 2287, 2288, 2289, 2290, 2291, 2292, 2293, 2294, 2295, 2296, 2297, 2298, 2299, 2300, 2301, 2302, 2303, 2304, 2305, 2306, 2307, 2308, 2309, 2310, 2311, 2312, 2313, 2314, 2315, 2316, 2317, 2318, 2319, 2320, 2321, 2322, 2323, 2324, 2325, 2326, 2327, 2328, 2329, 2330, 2331, 2332, 2333, 2334, 2335, 2336, 2337, 2338, 2339, 2340, 2341, 2342, 2343, 2344, 2345, 2346, 2347, 2348, 2349, 2350, 2351, 2352, 2353, 2354, 2355, 2356, 2357, 2358, 2359, 2360, 2361, 2362, 2363, 2364, 2365, 2366, 2367, 2368, 2369, 2370, 2371, 2372, 2373, 2374, 2375, 2376, 2377, 2378, 2379, 2380, 2381, 2382, 2383, 2384, 2385, 2386, 2387, 2388, 2389, 2390, 2391, 2392, 2393, 2394, 2395, 2396, 2397, 2398, 2399, 2400, 2401, 2402, 2403, 2404, 2405, 2406, 2407, 2408, 2409, 2410, 2411, 2412, 2413, 2414, 2415, 2416, 2417, 2418, 2419, 2420, 2421, 2422, 2423, 2424, 2425, 2426, 2427, 2428, 2429, 2430, 2431, 2432, 2433, 2434, 2435, 2436, 2437, 2438, 2439, 2440, 2441, 2442, 2443, 2444, 2445, 2446, 2447, 2448, 2449, 2450, 2451, 2452, 2453, 2454, 2455, 2456, 2457, 2458, 2459, 2460, 2461, 2462, 2463, 2464, 2465, 2466, 2467, 2468, 2469, 2470, 2471, 2472, 2473, 2474, 2475, 2476, 2477, 2478, 2479, 2480, 2481, 2482, 2483, 2484, 2485, 2486, 2487, 2488, 2489, 2490, 2491, 2492, 2493, 2494, 2495, 2496, 2497, 2498, 2499, 2500, 2501, 2502, 2503, 2504, 2505, 2506, 2507, 2508, 2509, 2510, 2511, 2512, 2513, 2514, 2515, 2516, 2517, 2518, 2519, 2520, 2521, 2522, 2523, 2524, 2525, 2526, 2527, 2528, 2529, 2530, 2531, 2532, 2533, 2534, 2535, 2536, 2537, 2538, 2539, 2540, 2541, 2542, 2543, 2544, 2545, 2546, 2547, 2548, 2549, 2550, 2551, 2552, 2553, 2554, 2555, 2556, 2557, 2558, 2559, 2560, 2561, 2562, 2563, 2564, 2565, 2566, 2567, 2568, 2569, 2570, 2571, 2572, 2573, 2574, 2575, 2576, 2577, 2578, 2579, 2580, 2581, 2582, 2583, 2584, 2585, 2586, 2587, 2588, 2589, 2590, 2591, 2592, 2593, 2594, 2595, 2596, 2597, 2598, 2599, 2600, 2601, 2602, 2603, 2604, 2605, 2606, 2607, 2608, 2609, 2610, 2611, 2612, 2613, 2614, 2615, 2616, 2617, 2618, 2619, 2620, 2621, 2622, 2623, 2624, 2625, 2626, 2627, 2628, 2629, 2630, 2631, 2632, 2633, 2634, 2635, 2636, 2637, 2638, 2639, 2640, 2641, 2642, 2643, 2644, 2645, 2646, 2647, 2648, 2649, 2650, 2651, 2652, 2653, 2654, 2655, 2656, 2657, 2658, 2659, 2660, 2661, 2662, 2663, 2664, 2665, 2666, 2667, 2668, 2669, 2670, 2671, 2672, 2673, 2674, 2675, 2676, 2677, 2678, 2679, 26

RUSS DRIVE CONTINUES IN GALICIA

Attempts of Teutons to Take Offensive Are Failures

Claim 217,000 Men Were Captured in Month of June

LONDON, July 1.—While the Russians report progress south of the Dniester river, in Galicia, the Austro-Germans claim the capture of Russian works west and northwest of Lutsk, especially in the vicinity of Sokul, Volhynia.

Maintaining their drive against the Austrians in Galicia, in the region of Kolomea, the Russians have captured many villages. Northwest of Kimpoling, Bukovina, the Russians already are in the mountains and they report the seizure of several strong positions. Attacks of German troops in the region of the Lipa river were repulsed with heavy losses, Petrograd asserts.

The German troops under General von Linsingen have taken Russian positions west of Kolki and southwest of Sokul. Fighting is in progress southwest of Lutsk.

MANY PRISONERS.
General von Linsingen's forces since June 16 have captured twenty-six officers and 3165 men. Petrograd reports the number of prisoners taken from June 1 to June 30, inclusive, as 217,000 officers and men.

The text of the Russian official statement says:
"Our left wing continues to drive back the enemy over a point south of the Dniester. The Russians have captured many places south of Kolomea."
"Northwest of Kolomea our troops, after a violent engagement, threw back the enemy in the direction of the heights near the village of Brezova and, as the result of a brilliant attack, took a portion of the heights."

TEUTON OFFENSIVE FAILS.
"Northwest of Kimpoling the enemy attempted to take the offensive, but was pushed back. We, closely following, have taken, after some fighting, several strong positions in the mountains."

"The number of prisoners taken by the army of General Letchitzky during the 28th and 29th of June was 805 officers and 14,574 men. From guns and thirty machine guns were captured. The total number of prisoners taken from June 4 to June 30, inclusive, amounts to 217,000 officers and men."

In the region of the Lipa river the enemy continues to bombard our front with heavy artillery and field artillery. We repulsed desperate attacks recently made by newly arrived German troops and inflicted heavy losses. Up to now we have captured nine officers and 419 men in this region."

English Money for Turks; Possibility

VIENNA, July 1.—England was so sure of capturing the Dardanelles and conquering the territory behind that she had prepared one pound notes with Turkish script for circulation among the people. This became known here today with the arrival of a number of specimens of the notes, which had been passed from hand to hand among army officers until they reached this city.

The notes are probably the only ones of the kind ever issued by the British government. Across the top is written in Turkish script in red ink the value of the piece of paper in piastres. In other respects the notes are identical with those in use in the British possessions.

They were printed in large quantities and held in readiness for shipment to Turkey as soon as the fall of that country should be foreshadowed by the capture of the Dardanelles. Some did find their way to Turkey ahead of schedule time and fell into the hands of officers in the armies of the central powers, who have preserved them as interesting reminders of what many consider England's greatest single military error.

The English had other intimate preparations under way for the immediate operation of the Turkish government, according to a story that is being discussed here today. This is to the effect that more than one thousand British officials in disguise were already assembled in the vicinity of Constantinople ready to take over the governmental offices in the conquered territory.

PRETTY GIRLS TO AID VETERANS WILL SELL TICKETS IN STREETS



GROUP OF GIRLS WHO WILL SELL TICKETS FOR BENEFIT TO FAMILIES OF BOYS IN KHAKI.

DRIVE TO SAVE VERDUN IS BELIEF

Result of Great Offensive Cannot Be Told for Days.

(Continued From Page 17)

the advanced German positions. Precisely at 7:30 a. m. the guns lifted and the attack began.

"The thing was beautifully timed," reported an officer. "The men left their trenches all along the line and started for the Boches like a great crowd of runners in a race."

There was little fighting when the advanced German trenches were reached. The British guns meanwhile were shrapneling German reserves hurrying into action. Within two hours sixteen miles of front line enemy trenches were in British hands. The French meanwhile were making gains, the full extent of which are not yet reported.

Savler was captured before noon. La Boisselle, three miles northeast of Albert, was captured at about the same time, though word did not reach headquarters until later. Montauban fell early in the afternoon at about the same time reports were received of the capture of Curly and Savler wood by the French.

MAMEZ IS TAKEN.
Heavy fighting was going on at noon at Mametz, four miles east of Albert. The capture of Mametz was announced late this afternoon, with the statement that the British took 1100 prisoners. At last reports furious fighting was going on at Contalmaison, the Germans still holding the eastern part of the town.

The most severe fighting has gone on all day long around Fricourt. British detachments closed in from both sides.

The fighting was at such close quarters that artillery was useless, though both sides continued to play shells about the town.

When last reports were received at headquarters another British force was battling furiously at Beaumont-hamel, north of Fricourt.

The first batches of prisoners, many of them made half-unconscious by the terrific British shell fire, were questioned into this afternoon. They were still suffering from the effects of the shock.

THOUSANDS FALL.
Whole companies of Germans were wiped out when the British fire reopened the climax of its intensity shortly after dawn today, they reported.

Mangled bodies, blown-in wire entanglements and great piles of dirt

Liscum Camp Aids in Benefit for Guardsmen

Pretty maids, a good cause, and tickets accompanied by smiles, will be used by Camp Liscum, Veterans of the Spanish-American war, in their effort to raise funds to aid wives and families of members of the National Guard who have been called to the border. The veterans will be assisted by the ladies' auxiliary and the tickets will be for a picnic and entertainment to be given July 4 at Palm Beach, Alameda.

The pretty maids are volunteers to the cause and their efforts will be expended on the streets of this city in an effort to dispose of a large number of tickets for the benefit. The program for the day begins with a parade through the business section of this city, in which the veterans will participate in uniform. Upon the arrival at Palm Beach an entertainment will be given, including swimming and theatrical attractions. Prizes for competition in athletic events will be offered and the entertainment will run continuously.

ploughed up by explosive shells filled German trenches that did not escape complete destruction.

Before the fighting had progressed an hour 80 per cent of the effective in some German regiments had been put out of commission. In the utter demoralization that followed attempts to reorganize the broken units the Germans fell back in disordered flight.

LOSS IS ADMITTED.
BERLIN, July 1.—German military critics admitted tonight that the British probably would be able to force back the German line to a certain extent in the offensive inaugurated this morning.

"In all offensives some ground must be won," declared an army officer. "But there is no reason for any lack of confidence on our ability to hold our main western lines."

The public is awaiting with great interest but with no anxiety the first report from the war office on the results of the allied thrust. The daily official statements have been followed closely since the British bombardment began. Everyone realized today that the British offensive had begun when the Saturday war office statement reported laconically that "activity on both sides of the Somme increased considerably this morning."

The feeling persists here that the British will strike their hardest blow north of Arras, though the opening of the offensive found the greatest activity on the Somme.

German flyers have reported the recent concentration of great bodies of British troops behind the Arras-La Bassee canal front.

Advance Guard Repulsed; Berlin

BERLIN, July 1.—Repulse of several Anglo-French reconnoitering advances last night was reported by the war office today, but the official statement contained only a brief reference to the battle raging north of the Somme.

"Activity on both sides of the Somme increased considerably this morning," said the war office statement.

German Forces Are Routed in Africa

LONDON, July 1.—General Northey today reported to the war office the dislodgment of a German force near Ubena, East Africa. The enemy was driven northward, many prisoners and considerable material being captured, Northey stated.

Russian's Prisoners Reported at 217,000

PETROGRAD, July 1.—The Russians have captured a total of 217,000 prisoners to date in their drive along the Austro-Hungarian front, an official statement from the war office announced today. The victorious forces continue to advance.

AZTEC CORN IN KANSAS.
KANSAS CITY, July 1.—Aztec corn 1,000 years old was recently planted in Kansas. It grows much faster than modern corn, and the grains will be at a premium.

IRON CROSS IS WON BY HEROISM

Soldier Creeps to Enemy's Trench; Succeeds in Stealing Gun.

BERLIN, July 1.—A thrilling story of personal heroism on the part of a young German during the big offensive of the French last September has just come to light here with the official announcement of the award of an Iron cross to Private Klenke.

Klenke was a member of the Tenth Company, Infantry Regiment No. 180, at the time of the big attack of the allies. On the night of September 18 he took it upon himself to make an expedition to the trenches of the enemy and take observations of their style of construction.

He crept the entire distance from his own trench to the wire entanglements of the enemy, fifteen feet from their trench. It was impossible to pass through the entanglements without making some noise, and Klenke could see two French sentries to close that they must inevitably hear him should he make the slightest sound. Klenke resorted to a ruse. He threw a handful of stones into the trench some distance to the right of the men. They leaned their rifles against the parapet and went to investigate the unfamiliar noise. In the few moments that they were absent from their post Klenke had reached the edge of the trench, had seen all that he wished to see and had stolen one of the sentries' rifles.

He returned through the enemy's entanglements and reached his own lines without accident.

Forty-three Taken Prisoners by Four Men

VIENNA, July 1.—How four privates and one officer captured forty-three Frenchmen and saved a trench, was related here by soldiers arriving from the Verdun front.

Hans Weber, a non-commissioned officer from Sublack, was the chief of the affair and received the Iron cross. After a day of bombardment in the course of which a German trench was practically destroyed, the French stormed and entered the ruins. Weber and his men took up hand grenades and prepared to receive them. Weber's men dropped around him until four remained. At about this time the enemy was attacked from the left. When the French were momentarily dazed by surprise, giving loud cries to create the impression of a much larger force, Weber and his four followers dashed forward, throwing hand grenades.

The entire force of French surrendered and Weber brought back forty-three prisoners.

Motorcyclist Thrown Against Tree; Injured

REDDING, July 1.—Carl Hansen, a machinist employed in iron works in Klamath Falls, is laid up in a local hospital with a dislocated ankle, a sprained hip and flesh wounds—all the result of his motorcycle colliding with a high power automobile near Delta.

Hansen was knocked clear over the auto and rolled down a bank for forty feet. He would have rolled further, but he lodged against a brush. There is nothing worth mentioning left of the motorcycle. The automobile was damaged slightly. The accident happened on a short curve.

753 Townships in France War Ruined

PARIS, July 1.—Seventeen hundred and fifty-three communes or townships have been partly or totally destroyed through military operations in France since the beginning of the war, according to statistics gathered by the ministry of the interior with a view to ascertaining the total damage caused by the hostilities.

New Republican Club for District Formed

Organization was effected last night by the Thirty-eighth Assembly District Republican Club, the first session of which was held at Eighth street and Broadway. The following were elected permanent officers: Louis Asher, president; S. Lewis, vice-president; George Spellman, secretary; Daniel F. Ryan, treasurer.

EXPERT SOLDIER IS TOO YOUNG

ROME, July 1.—Pietro Mattia is today the most disappointed soldier in battle-scarred Europe. For six years he trained for war; toiled the long, rough road, from common ranker to corporal.

The first call found him immediately at arms. Then came his colonel, saying:
"Pietro, you must not fight. You with four 14 years are too young for the Italian trenches."

He received the corporalship for arresting two spies. Today the colonel and his associates are asking some institution to receive and educate the youngster.

300 June Brides County Record

There were exactly 300 June brides in Alameda county this year, that number of marriage licenses having been issued from the office of County Clerk George E. Gross. About one-third that number of divorce actions were filed during the last month. The figures show last June to have been a record-breaking month in the history of the county in the matrimonial field.

Commencing with the first day of July there were fifteen marriage licenses issued, the number being higher than the usual daily average, and it appears as if July will not be far behind June in

MINISTRY OF WAR FOR LLOYD GEORGE

LONDON, July 1.—The details of the appointment of David Lloyd George as minister of war have been settled, the Daily Chronicle says today, and his appointment will be announced shortly. The transfer of Lloyd George to the war ministry also will involve changes in the under-secretaryship now held by Harold J. Tennant and Harry W. Forster, and also will bring a new minister of munitions.

turning out couples on this side of the bay.

Join the crowd at the Orpheum today and prepare to welcome Nat Wills and the old Liberty Theater favorites, in a beautifully decorated, spick and span vaudeville playhouse.

The Orpheum's New Vacation Prices Go Into Effect Today

AT THE MATINEE

Orpheum patrons may now reserve—by 'phone—the choicest seats for this week at the new Vacation Prices. First come, first served.

- The Seats Are Going Very Fast.
- Order Yours by Phone Today—Oakland 711.

STUDY THE NEW VACATION PRICES—THEN TELEPHONE

EVENINGS

EVERY DOWNSTAIRS SEAT, EVERY NIGHT 50c
EVERY BALCONY SEAT, EVERY NIGHT 25c
EVERY GALLERY SEAT, EVERY NIGHT 10c

MATINEES

EVERY SEAT DOWNSTAIRS 25c
EVERY BALCONY SEAT 10c

The New Show This Afternoon Will Be a Wonder—And at Vacation Prices!

NAT M. WILLS

"The Happy Tramp"

WILFRED CLARKE & CO.

In "Who Owns the Flat?"

THE GLADIATORS

A Combination of Prodigious Strength and Graceful Motion.

MISS MAGDA MARCH

The Young English Star, in Impressions of International Stage Celebrities, including Irene Van Brugh, Jane Cowl, Gaby Deslys, Digby Bell, Clarice Vance, Mrs. Leslie Carter and others.

RALPH ALLEN

The American Whistling Soloist

PARAMOUNT MOTION PICTURES, showing Paramount Pictograph Magazine, the J. R. Bray Cartoons and the Burton Holmes' Travlogues.

EXTRA! EXTRA!

A New Company of Twenty Orpheum Players

AND THE FIRST PRODUCTION IN STOCK OF LEW FIELD'S GREAT NEW YORK SUCCESS, IN THREE ACTS

"THE HIGH COST OF LOVING"

The Play With a Thousand Bubbles of Joy in Every Act!

There Will Be a Rush for Choice Seats at the Orpheum Sunday. GET YOURS NOW!

Store Closed Tuesday, July 4th



Monday We Feature
Vacation Specials
for over
the
4th

DEPARTMENT MANAGERS SALE
"The Big Store's"
Biggest Event
Begins Wednesday

See Announcement in Tuesday Papers

ROLPH HEADS WILD WEST VAQUEROS

Mayer Dons Cowboy
Attire at San Jose
Rodeo

Champions From Five
States Enact
Thrillers

SAN JOSE, July 1.—In cowboy attire that outshone in brilliancy the many colored coats of Joseph, the son of Jacob, Mayor James Rolph Jr. of San Francisco was the central figure at the opening of the California Roundup at Luna Park this afternoon.

The mayor wore the cowboy hat which little Dorothy Maderis presented him last week. A coral colored silk shirt with a green tie, tied in a typical vaquero's knot, green chaps and high boots, made up his costume. He made a picturesque figure in a black charger decorated with yellow ribbons.

Foreboding skies held back many persons but more than three thousand people were in attendance. The day opened with a great street parade marshaled by Mayor Rolph and aided by his son, Jas. Rolph III, Capt. Gleason of the San Francisco police department, and Paul Brown of Los Angeles.

More than a hundred riders, cowboys and cowgirls off the ranges of five states, and dressed in brilliant hued shirts and chaps followed in line. Mayor Rolph's family rode in an automobile at the head of the parade.

THRILLS APLENTY.

At 2 o'clock this afternoon Louis Oneal, boss of the Roundup, called time, and the series of thrilling, during pastimes of the wild west began. More than a dozen of the wildest bulls the roundup authorities could find were nearly ridden by the most daring cowboys. Bill Hubbard, the best of the roundup, who came down from Mount Hamilton, carried off the honors for today's heat by remaining on the bull's back for thirty seconds before he was tossed in the dust of the inclosure.

"Chub" Morgan of Sonora, who was expected to have been a winner of the event, was prevented from participating while attempting to ride a horse called "Hedatation" in practice this morning. Morgan was thrown. He sustained a dislocated shoulder.

A relay race for a distance of one mile, with a change of horse and rider at every quarter mile lap, was won by J. A. Hawn of Bakersfield. James Layne of San Jose was leading at the third relay, when he was knocked down by a frightened horse, and was unconscious for several seconds.

"Kicker" Bill Robbins of Cheyenne, who exploits at the 101 Ranch with Dorothy Morrell as his partner, won the trick and fancy rope event.

\$10,000 FOR WINNERS.
Mayor Rolph at the close of the four-day show will present the winners with the prize. More than \$10,000 will be distributed.

No circus rider ever outlasted Rose Walker of Salinas in the trick and fancy riding event, although Ty Stokes of Alameda was the close second in the opinion of the judges. He received the major part of the crowd's applause.

Tonight San Jose was a riot of fun with a street carnival in which thousands participated. There was street dancing, strolling singers and confetti throwing. Tomorrow the same event held today, but with different riders will be scheduled. A third heat will be held Monday and on Tuesday, the fourth, when Governor Hiram W. Johnson will be the principal guest. The final heats will be held and prizes awarded.

Jack Hawn of Bakersfield was unable to throw his steer in the bull-dogging contest. Al Peffer of Milpitas made a record throw of 30 seconds. Charles E. Brown, a San Francisco attorney, judged the bull-dogging contest.

Ambrose Walker of Salinas broke a steer's horn during an attempt to throw the animal. Among the prominent persons occupying boxes were: Delancey Lewis, President Older, Mrs. Louis O'Neil, Mrs. James Rolph Jr. and family, Dr. P. H. Browning, Mrs. Clem Argues, Mrs. Al Col. George Bos of San Francisco, Paul Shoop and family of Los Angeles, Frank E. Chapin, Leon Jacobs and Simon E. Davis and family of San Francisco.

MERCED POINT.
Merced folks will hold their fourth annual reunion at Piedmont Park, July 4. All present and former residents of Merced county and their friends have been invited.

Nat Wills to Wink and Whisper at Orpheum

Summer Season Combines Vaudeville-Comedy



ORPHEUM STARS WHO WILL HEAD THIS WEEK'S BILL, INCLUDING SOME OF THE LEADING MEMBERS OF THE ALL-STAR STOCK COMPANY. TOP, LEFT TO RIGHT, J. ANTHONY SMYTHE, RITA PORTER, NAT WILLS; BOTTOM, BETTY JONSON, SAM BURTON.

FIRE RUINS BIG S. F. PAPER PLANT

Two-Story Structure Goes Up
in Flames in \$25,000
Blaze.

SAN FRANCISCO, July 1.—Fire tonight destroyed the two-story structure of the American Paper Products Company, at 230 Eighth street, with a loss estimated at \$25,000.

The fire, which started on the ground floor, was of unknown origin. Before it was discovered the flames had spread and enveloped the whole building. Two alarms brought the major part of the fire department apparatus to the scene, and it was with great difficulty that the flames were placed under control, owing to the dense pall of smoke.

Two firemen, A. J. Butterby, of engine 13, and T. Mally, of truck 7, were overcome by smoke. They were treated at the Central Emergency hospital. Mally also received a laceration of the right hand from flying glass.

The building is owned by the Botkin Realty Company and was insured for \$30,000.

**Brother Finds Sister
After Fifty-five Years**

PITTSBURGH, July 1.—After a separation of 55 years, Charles Buck, a pioneer of the Black Hills of South Dakota, and his sister, Mrs. B. Krebs of Franklin, Venango county, Pennsylvania, have been reunited.

Buck and his sister were separated in Pennsylvania soon after the death of their mother. Recently, Buck discovered another brother in Nebraska and through her learned of Mrs. Krebs.

Best Broadway Farce by Premier Stock Company

When the curtain goes up at the Oakland Orpheum this afternoon and the new summer season is ushered in, "vacation prices" will have stimulated theatergoers to a generous response.

With Nat M. Wills, "the happy tramp," heading the new vaudeville show and a new stock company in this first week of the summer season, The Orpheum has also added the Paramount motion picture service to its program and will show the first week of the Burton Holmes travelogue, the J. R. Bray cartoons and the Paramount Photograph magazine.

"The High Cost of Loving" is in three acts and tells the amusing story of four elderly "Lotharios," each of whom fancies he is the father of a famous ballet dancer, child, and while this sounds a bit risique, it is just a merry, amusing tale, so smartly written and cleverly played, that it amuses without leaving anything but a pleasant impression.

Fifteen gay farceurs will carry the fun along in "The High Cost of Loving." The company includes a number of old Liberty theater favorites and many new faces as well. Some of the players who will appear in the stock company are: J. Anthony Smythe, George F. Webster, Mina Gleason, Betty Jonson, George E. Howard, Frank Wallace, Rita Porter, Max Walzman, Charles Yule, Sam Burton, Jean Devereaux, Claude Archer, Walter Gilbert, Jean Ward, Verna Felton, Lee Miller, Anna MacNaughton, Lucile Webster, and others.

Walter Gilbert, as stage director, is to have charge of all the productions. During the summer the company will produce such high-class royalty plays as "The Mischief of Love," "Kick Dummy," "The Show Shop," "Never Say Die," "The Traveling Salesman," "Potash and Perlmutter," "Rolling Stone," "Alma, Where Do You Live?" and other New York successes.

With Nat M. Wills in the vaudeville portion of the show on Sunday will be a bright galaxy of other vaudeville headliners, including Wilfred Clarke, a world-famous fun-maker, in a new farce, "Who Owns the Pie?" the Gladiators, a unique posing spectacle; Miss Magda March, the young English star, in impressions of famous stage celebrities; Ralph Allen, the American whistling soloist, and others.

Because of the magnitude of the new shows the Orpheum management announces that the program will begin promptly at 8 o'clock at night with a Paramount picture, and will continue until 11:15, closing with another Paramount picture.

The "vacation prices" have been so arranged as to include every seat downstairs at night for 50 cents, even on Saturday and Sunday nights, while the entire lower floor at all matinees is 25 cents.

Injuries in Auto Accident Serious

VALLEJO, July 1.—Milton Bauer was seriously hurt and F. A. Lepper was probably fatally injured tonight when an automobile driven by Joseph Dagenais crashed into the motorcycle on which they were riding. Dagenais lost control of his machine, and after striking the motorcycle crashed into a fence, breaking the windshield, Lepper received internal injuries and fractured skull. Bauer's right arm and right leg were broken.

The accident happened about a mile out of Vallejo and the men were brought to the Vallejo General hospital. Drs. Doran and Bond, in charge of the cases, said late this evening that they did not think Lepper would recover.

MRS. WESTFALL TO FIGHT DIVORCE

Seeks "Larger Life;" Now
Answers Complaint of
Husband.

SAN FRANCISCO, July 1.—Mrs. Jessica S. Westfall, who dropped quietly out of San Francisco three months ago, taking with her half a million dollars in stocks and bonds which her husband, Samuel H. Westfall, mining man, claims belonged to him, is in Barnstable, Mass., and intends to fight his action for divorce.

Yesterday Mrs. Westfall's answer to her husband's divorce suit was forwarded to this city by a firm of Salt Lake attorneys. On leaving San Francisco, Mrs. Westfall announced she was going to Salt Lake "in search of the larger life." She swore to the answer on June 22, however, before a notary public in the Massachusetts town.

Mrs. Westfall specifically denies all her husband's allegations regarding the stocks and bonds. She does not deny having taken stocks and bonds with her, but denies having taken "his stocks and bonds," or any other thing of value that was "community property." She does not say what she did take but makes the general statement that everything that went with her was her own private and personal property.

In his divorce complaint Westfall sets forth that his wife persuaded him to leave town for a short vacation, assuring him that he needed a rest. When he returned he found a note from Mrs. Westfall telling him she had left San Francisco in search of "the larger life," and a "bragging plan of existence." She explained that he was not part of her dream of a larger life.

Westfall then discovered that the stocks and bonds had disappeared. Mrs. Westfall asks that she be granted a divorce on the ground that her husband is possessed of an ungovernable temper and is violently jealous. She says he has on many occasions accused her of misconduct with other men, particularly her business associates, thereby greatly humiliating her.

One of her chief complaints is the statements which her husband leaked following her disappearance and which were published broadcast. She says these were false and caused her great mortification and mental anguish. These statements had to do with her plans to have him take a vacation.

Wife Seeks Fund to Aid Husband

NEVADA CITY, July 1.—Clarence Dalton has been received at the county jail to spend 75 days for stealing high grade ore at the North Star mine. His wife has been earnestly trying to raise the money for his release, but she was successful in securing only \$30 and \$150 is necessary. Dalton was caught stealing from the North Star mine in Grass Valley and confessed to the theft, pleading guilty before Justice Mulroy of that city.

Dog Saves Five From Clutches of Death

CHICO, July 1.—The barking of a small dog that had been attracted by the cracking of a limb on a huge elm tree in the city park this afternoon, saved several loungers in the park from serious injury if not death.

\$18,000,000 W. P. BID CONFIRMED

U. S. Court Provides \$420,000
to Be Used in Covering
Fees.

The sale of the Western Pacific Company's representatives to the Reorganization Committee was confirmed by Judge M. T. Dealing in the United States District Court yesterday.

It was provided that \$420,000 would be turned over immediately to Special Master in Chancery Francis Krull for expenses which include the receivers' and trustees' fees as well as the attorneys representing these parties and the recompense and expense of the special master.

It was also agreed that when the minority bondholders are paid they shall receive \$24 for each bond, the remainder of the money being kept until all the expenses have been paid. After this is done the special master will be instructed to give them the balance.

ATTORNEY'S FEE OPPOSED.
F. B. Madison of Pillsbury, Madison & Sutro, who represents the Security Savings Bank, which is trustee for the 123 bonds representing \$123,000, petitioned the court for an attorney's fee, claiming that through the efforts of his firm the minority bondholders will receive \$150,000 more than they would had the upset price been fixed at \$15,000,000 instead of \$18,000,000.

This contention was opposed by Jared How, counsel for the trustee of the bondholders, the Equitable Trust Company of New York. He declared the Equitable Trust was the representative of all bondholders except those especially appointing otherwise, and those represented by Madison are greatly in the minority, having less than \$150,000 worth of bonds.

It was agreed by the attorneys that Madison be set aside to pay certain obligations. The amounts specified are the minimum ones which the different parties expect but does not mean that Judge William C. Van Fleet, who will make the allowances, will agree to these amounts.

EXPENSES ESTIMATED.
The charges of Warren Olney, Jr., and F. G. Drum, the receivers, are estimated at \$50,000.

John S. Partridge, the attorney for the receivers, asked \$170,000. Partridge stated to the court that this was not a claim made by him but he had based his figures on the finding of the court in the Ocean Shore Railroad proceedings when the Judge had allowed the attorney for the receivers double the amount allowed the receiver.

The Equitable Trust Company, as trustee, claims \$25,000.

Jared How, as counsel for the Equitable Trust, \$75,000.

The Special Master, Francis Krull, \$30,000. This sum has been agreed to by all parties. Out of this amount Krull will be obliged to pay all of his expenses and for the internal revenue stamps that will be placed upon the deed.

The internal revenue stamps will cost \$15,000. The charge for Krull's bond of \$500,000 is \$1000, and it is expected his net fee will be about \$7000.

It was stated in court yesterday that the bond holders not in the reorganization plan, whose bonds amount to \$22,500,000, one million dollars worth of these being in Europe, will receive as their share of the sale, \$71,424. Of this amount \$22,500 will be withheld for expenses.

The entire \$18,000,000 will be paid Special Master Krull by noon, July 15.

Two Laundries to Wash Army Blankets

ROCK ISLAND, Ill., July 1.—Ten thousand army blankets have been shipped to the Rock Island arsenal to be washed and repaired. The contract for washing has been let to two local laundries. The blankets are to be washed at the rate of 1000 a day and will be delivered to the arsenal, where they will be repaired and shipped to the troops on the border. The blankets have been shipped in from army posts all over the country. A call for additional men has been issued at the arsenal and the plant will work all day Sunday loading equipment and supplies for the border; the supplies are going out at the rate of a trainload a day.

Musicians Plan Picnic To Meet at Shellmound



MISS HELEN WELTY.

Families and Friends Will Join in Holiday Outing

Professional musicians of San Francisco and Oakland, comprising members of local No. 6, American Federation of Musicians, are making elaborate preparations, in one great spirit of unity, toward making the coming "Musicians' Day" at Shellmound park, Thursday, July 20, the biggest reunion of musicians and friends ever held on the Pacific Coast.

A grand concert will be given in the afternoon on which the celebration takes place, directed by noted conductors, by a band of 100 expert musicians. A colossal band of 250 will be the big feature of the parade that will traverse Market street down to the Ferry depot. Oakland will also turn out a monster band and parade and both organizations will unite at the park.

Following is the committee of arrangements: Clarence H. King, chairman; G. W. C. Kittler, A. S. Less, F. Moore, Sam Wallfisch, W. Backstedt, George Ruge, C. Pinto, Walter B. Anthony, J. J. Atkins, H. Del Monte, W. Fabris, P. Sapiro, P. Whiteman, W. J. Glavometti, L. Kittler, C. Cochrane, L. O'Malley, A. S. Morey, Mrs. J. M. Fernald, Miss Helen Welty, Mrs. P. Heaton and Mrs. Stanton.

TWO DECLINE TO RUN FOR CONGRESS

Cressey and Taylor Not to
Run Against Raker,
Announced.

SAN FRANCISCO, July 1.—The Republican conference in the Seventh Congressional district will be held in Grass Valley on Saturday next. One of those spoken of as possible nominees for Congress declined. E. S. Taylor of Yreka says he is too busy to run against Raker. Richard E. Collins of Shasta, member of the State Board of Equalization, and Charles E. Cline, former state president director, are being urged to enter into the contest.

On Monday, July 10, in Fresno, Republicans of the Seventh district will endorse a candidate for Congress and for presidential elector. So far Mayor Alva E. Snow of Fresno is the only one ambitious to enter the race against Denver S. Church, Democrat, for re-election.

It is said that Assemblyman E. B. Meek of Butte county has offered to run on the Democratic ticket against Edward H. Hart for Congress if supported by Congressman Kent, but that Kent favors the

WAITS FOR BRIDE; SHE IS WEDDED

"Young People Change
Minds," Explanation of
Blasted Hopes

Heir to Millions Jilted by
San Francisco
Beauty

SAN FRANCISCO, July 1.—In far away South Bend, Ind., young F. Studebaker Fish, scion and heir to the house of Studebaker, awaits; an expectant bridegroom to be, his marriage to Miss Kathleen Coleman, the daughter of Mrs. Rudolph Lichtenberg and one of the toasted beauties of San Francisco's ultra exclusive dancing club, "The Assembly." Their engagement was announced today.

Following blissfully on their honeymoon toward Southern California are Mr. and Mrs. Hugh Porter. Until yesterday Mrs. Porter was the afore-said Miss Kathleen Coleman. Thus doth distance lend enchantment in the game of love when propinquity gives closed mark for Cupid's shafts. Lately Miss Coleman has preferred to pass most of her time at "Casa Mia," her mother's country home between Ross Valley and Petaluma. It is just a comfortable motor ride from Ross Valley, where Hugh Porter made his home with his mother, Mrs. W. S. Porter. It is more than comfortable when a pretty girl is waiting at the other end. And so it was that Hugh Porter's visits to "Casa Mia" grew more and more frequent and Miss Coleman's letters to F. Studebaker Fish became more and more infrequent.

Mrs. Lichtenberg, however, decided to take time and chance by the forelock. Her sympathies were aroused in favor of the poor, jilted young man in South Bend. So she announced her daughter's engagement to him.

MARRIED YESTERDAY.
But yesterday afternoon Miss Coleman and Hugh Porter came to San Francisco, visited the county clerk's office, procured a marriage license and hied them to St. Mary's Cathedral, where the young couple were wedded by the Rev. Father Charles R. Ramsey. "Young people often change their minds, you know," said Mrs. Porter, the mother of the bridegroom, over the telephone from her home in Ross Valley yesterday day. She appeared to have become quickly and happily reconciled to her pretty young daughter-in-law. Mrs. Lichtenberg could not be found, either in her apartments at the St. Francis hotel, nor at her country place near Petaluma.

IS COINCIDENCE.
It seems a strange coincidence that Miss Coleman, who was one of the most intimate friends of Miss Marie Russell, who took affairs in her own hands and walked away one day to Redwood City and became a Paul Fagan, should have chosen also to surprise her friends in the same way.

The groom is the son of the late William S. Porter, who for many years was the vice-president and general manager of the Associated Oil Company. The Porter family holds a high position, financially and socially, not only here, but in the East, and Hugh Porter was considered one of the most eligible of society's bachelors.

In about ten days Sydney M. Van Wyck, chairman of the Democratic State executive committee, will call a meeting of that body to map out a plan of campaign.

At the Progressive conference in the Palace Hotel on Saturday next a committee will be appointed to meet a like committee of Republicans for the purpose of amalgamating the two political organizations.

Just arrived—the Coats are longer, closer fitting and show a graceful flare; in plain tailored and novelty effects, with the new style touches.

Prices \$22.50, \$25.00 Up to \$35.00

For Suits Up to \$27.50 For Suits Up to \$37.50

By Far the Season's Greatest Values

Your choice of about 170 Suits, the season's smartest styles and most desirable fabrics. Serges, gabardines, poplins, checks in various sizes and colors, silk taffetas and combinations of silk and wool fabrics. Women's and misses' sizes.

New Fall Suits

Just arrived—the Coats are longer, closer fitting and show a graceful flare; in plain tailored and novelty effects, with the new style touches.

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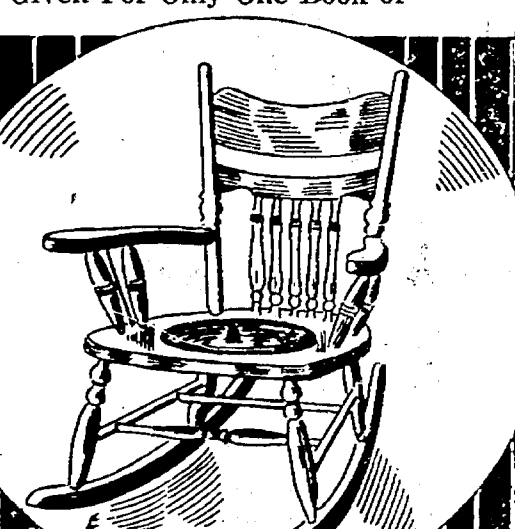
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BEAUTIFUL
ROCKER
With Cobble Seat
Given For Only One Book of
AMERICAN TRADING STAMPS

THE BEST STAMPS
THE BEST PREMIUMS

Oakland Premium Parlor, 621 14th St.
Near Jefferson.
900 Stores Are Now Giving Them.

REFERENDUM MAY "REOPEN" NEVADA

enth Street=====

ORPHEUM

There will be flowers and ovations in plenty to welcome back the favorites of the old Liberty theater, a number of whom are to make their appearance at the Orpheum today with the Orpheum players, when the theater begins its new season of Orpheum vaudeville and big stock company productions, all on one program.

"Vacation prices" have been announced and that is one of the incentives which will help to pack the big vaudeville temple on Twelfth street. The greatest of all in the way of attraction to the theatergoer, however, will be the splendid Orpheum vaudeville line. Chief of these is Nat Wills, known as "The Happy Tramp," and the highest-priced performer in all the world of vaudeville. When one glances over the list of features at the Orpheum during the coming week, it is quick to be seen that fun will rule and become the keynote all the way through.

There is no funnier farceur in his field in the world than Wilfred Clarke. With a company of clever people he will produce "Who Owns the Flat?" The Gladiators, a beautiful posing novelty, will provide one of the interesting features of the bill.

Magda March, the young English star, whose skill in depicting various impressions of international stage celebrities is almost uncanny, will make her debut in American vaudeville. Miss March will depict in her mimicry impressions of Irene Van Brugh in "The Thief"; Gaby Deslys; Jane Cowl in "Within the Law"; Chevalier in his coterie songs; Mrs. Carter in "Zaza"; Digby Bell, Ada Reeve, Charles Vance, and others of the aristocracy of the stage.

Ralph Allen, the whistling soloist, will contribute a pleasing blend of melodies. Those who love a high-class farce will get their fill of solid enjoyment in "The High Cost of Loving." About fifteen clever artists are required to produce this play. Included in the big cast are many favorites from the old Liberty theater, and plenty of new faces to add zest to the productions. Among those who will make their bow at the Orpheum today will be Lee Miller, who will be remembered by many for his fine work with the Orpheum players; George B. Howard, a character actor of distinction; Charles Yule, Samuel Burton, Lucille Webster, Anna MacNaughton, George P. Webster, Rita Porter, Betty Jonson and Jean Ward.

The theater is being decorated and renovated and the managers who crowd the place on Sunday will find a feast both on the stage and throughout the auditorium.

MACDONOUGH

In keeping with the preparedness spirit of the day, the military activities now occupying the attention of the country and the entraining of troops for the border, Dillon and King are busy preparing for the initial production of their great new "Preparations military spectacle, "Johnny Get Your Gun," at the Macdonough theater. The new piece is scheduled for presentation at the matinee performance today and will continue for one week only.

The forthcoming production of "Johnny Get Your Gun" promises to be a noteworthy one in every respect and is expected to move one of the most sensational, as well as spectacular, musical comedies ever presented at popular prices on this side of the bay. The new piece, in points of costumes, alluring effects, music, songs, scenery and situations, will outclass any previous military show ever presented by Dillon and King. The plot of the piece patterns closely after an exciting episode recently enacted along the Mexican border, in which American bravery played no small part. The piece differs considerably from the usual Dillon and King productions, inasmuch as the present offering contains a number of tense dramatic situations and climaxes. The comedy element has not been overlooked and affords Mike and Ike, as well as the other characters, making. As recruits in the United States army, on duty along the border, the jovial Hibernian and his Hebrew companion cause no end of amusement in their own ranks, and succeed in several instances in the attempts to blockade the secret plans of General Garcia and his native followers. Dillon and King as Mike and Ike will be supported by their entire company. The musical interpolations will be of a military nature from the opening till the finale. The following melodies are down on the program: "The Little Soldier's Troop," "I Want a Girl for Each Month in the Year," "Fall In and Follow Me," "Wake up, America," "By the Rio Grande" and "Honolulu Blues."

FRANKLIN

Bessie Barriscale will be seen in a role that is totally different from anything

OAKLAND
Orpheum
Phone Oak 711
Twelfth and Clay Sts.
Beg. Sunday Matinee
TODAY
MATINEE EVERY DAY

Beginning of the Orpheum's Summer Season of Superior Vaudeville and High-Class Dramatic and Comedy Productions by Orpheum Stock Company

New Vacation Prices
Evenings
Every Seat Downstairs, Every Night (including Saturdays and Sundays)—50c.
Every Balcony Seat, Every Night—10c.
Every Gallery Seat, Every Night—10c.
Matinees
Every Seat Downstairs, Every Matinee—25c.
Every Balcony Seat—10c.

NAT M. WILLS
"The Happy Tramp"
WILFRED CLARKE & CO.
In "Who Owns the Flat?"
THE GLADIATORS
A Combination of Prodigious Strength and Graceful Motion

MISS MAGDA MARCH
The Young English Star, in Impressions of International Stage Celebrities, including Irene Van Brugh, Jane Cowl, Gaby Deslys, Digby Bell, Charles Vance, Mrs. Leslie Carter and others.

RALPH ALLEN
The America Whistling Soloist

Exclusive Paramount Motion Pictures, showing the Paramount Pictures Magazine, the Burton Holmes Travelogue and the J. B. Bray Cartoons.

EXTRA!
A New Company of Twenty Orpheum Players, Including Many Former Liberty Theater Favorites

Giving the first production in stock of "The High Cost of Loving" Great New York Success in three acts.

"The High Cost of Loving"
The play with a thousand bubbles of joy in every act.



SCENE FROM "WHERE ARE MY CHILDREN"
AT OAKLAND PHOTO THEATRE

PASTIMES OF THE PLAINS
AT PANTAGES

MAGDA MARCH
ORPHEUM

GERTRUDE SHUBERT
ON THE IDORA BEACH

she has ever essayed in her career on the screen, when she is presented at the Franklin three days, commencing today. In an absorbing drama of blind devotion entitled, "The Sorrows of Love." The story is of Italian locale, and Miss Barriscale has the part of Sister Beatrice, who is first seen as "The Little Soldier's Troop." The plot concerns mainly her adventures in the outer world, after she has fled from the convent, believing she can find a greater mission outside its walls. How she meets and falls in love with a young labor agitator, only to meet tragedy and return to the convent, has been absorbingly depicted. In the role that Miss Barriscale is credited with a remarkable characterization. Her delineation of the white-robed nun is the very essence of innate goodness, while her later portrayal of the passionate daughter of Italy is equally rich in fiery emotion. William Desmond heads a large support cast.

An interesting feature of the production is the fact that Miss Barriscale wears a black wig. The wig appears so realistic that Miss Barriscale's fellow-players at first believed she had dyed her hair for the picture. Her recent successes on the speaking stage were scored in plays in which she played the part of a dark-skinned maiden and wore correspondingly dark hair—"The Rose of the Rancho" and "The Bird of Paradise" of New York.

In addition to "Sorrows of Love," to-

day's program includes two Keystone comedies: Mack Swain in "Ambrose's Cup of Woe" and Hank Mann in "Hearts and Sharks," both of which are declared to be laugh-producers of the first water.

IDORA PARK

With usual forethought for preparedness in the amusement line, Idora Park has brought its equipment to a perfect enjoyment footing. Today the management will open the new dance pavilion. The opera hall has been completely changed and now is the largest dance floor on this side of the bay. The floor is of white spring maple and is highly polished. Balconies are arranged in horseshoe fashion for spectators, while refreshment are to be served on the porches and in the surrounding gardens. Exhibition dances will be given of the recently created steps at the dancing convention at New York.

On July 3 the most important athletic event in Alameda County will take place at the inland beach at Idora. B. L. Burke, general manager of the park, will bring the national champion girl swimmers to the park for a meet to establish a new record and to create a 75-yard dash record for women. The entrants will be Miss Claire Galloway of New York who holds the national 220-yard dash

title, the steeplechase and the 84-yard. Miss Olga Dornier of Philadelphia is recognized as one of the world's greatest woman swimmers. Miss Dornier holds the national title and record the 500, 440, 300, and 60 yards. Miss Agnes Huber of Philadelphia, who left the ranks of the schoolmarm to become a swimming champion, will also be an entrant, as will Miss Bernice Lane, the champion of the Hawaiian Islands, and Miss Dorothy Burns of Los Angeles, Miss Frances Cowels of San Francisco and Miss Ethel Daly of San Francisco.

Theater Review

HUGHES GETS INVITATION.
Gareth Hughes, who is generally known as an actor, and one of the best on the stage, has recently received an invitation to go to California and produce a group of artistic and literary plays. Before coming to New York to win high artistic laurels, he won success as a producer, being one of the youngest producers of the stage.

Frank Keenan, now playing in pictures on the Pacific coast, was the Cassius in the recent magnificent art fresco revival of "Julius Caesar." Keenan is proverbially modest and declares the production to have been the "greatest in the history of Christianity." Thousands of persons were engaged in the production. The National Theatrical Guide, in compliment for the present season, credits Dallas Anderson, the new leading man with Maude Adams, with one of the pronounced successes of the season. Anderson appeared as Gavin Dishart in "The Little Minister."

A new juvenile of the romantic type is to be brought to New York next season by a new management. Charles Compton, who won signal distinction in the west in roles of youth, will be brought to Broadway after an absence of two years. There he played with distinction in "So

Much For So Much." Of late he has enjoyed success as a picture player. Ethel Clifton, one of our most versatile dramatic actresses and playwrights, has concluded a long vaudeville tour in her own playlet, "The Saint and the Sinner." Miss Clifton retires to her country home, where she is to complete several new plays which she has already begun. Next season she will be represented on the vaudeville stage by a score of short plays, and will furnish several dramatic plays with their vehicles as well.

STAGE CHAT.
Lionel Brittain, the powerful Calliban in the recent masque at the Stadium in New York, won his first success in musical comedy.

Edith Randolph will play a season of summer Shakespeare. She recently completed a long engagement in "The Weavers."

Harold de Becker, who last season played with success in "Hobson's Choice," is to be cast for a new comedy this year.

William H. Gilmore will stage Zoe Attretils' "Papa" for Gustav von Seiffertitz early in the fall. It is rated one of the cleverest comedies.

"The troubles with so many actors these days," Alice Gale comments, "is they play their parts according to recipe instead of pattern."

When Bertha Mann returns to New York it will be to assume the leading role in a brilliant drama which will be staged by B. Iden Payne.

Whitford Kane is to be seen next season in a role in which he won much success in London several years ago. His part was written by John Galsworthy.

B. Iden Payne, who is to be one of the notable producing figures this year, will make a production about Christmas time of a children's fairy play.

John P. Campbell, artist, actor and

PANTAGES

Arizona Joe's complete Wild West show on a theater stage, the most remarkable act of its kind in the history of theatricaldom, is the attraction for the coming week at the Pantages Theater. This remarkable spectacle, known as "The Rodeo of the Vaudeville Stage," puts over every trick of the rodeo of California, which have achieved national fame, and in which the famous cowboy first made his name.

"Pastimes of the Plains," as he calls the vaudeville act, is replete with attractions. Spirited bronchos are ridden on the stage, cowgirls and cowboys show their tricks and experts with the lariat perform wonders, such as lassoing three of four horses at once, trick-tying and all the other Western flourishes. A notable bill comes to the Pantages for the coming week with this clever Wild West show—a whole show in itself. There will be one of the greatest tabloids of vaudeville history—"School Days." Everyone has heard of this famous act, written by one of America's most popular song composers, Dolly Cliff, Albert Frank and six other clever youngsters are on the cast.

Scanlon and Press, late features with Valessa Suratt's "Something Different in Song and Dance," will be another big feature of the Pantages show next week. They will appear in some specialties of their own. This clever pair has long been noted for originality, and the Pantages offering keeps up the record.

Bob Capp and Chris Cornella, in a medley of all that means joy, Chester's famous posing dogs, in a ten thousand dollar posing act; Lillian Watson, the famous little comedienne and two big picture features, "The Iron Claw" and "The Secret of the Submarine," round out the bill.

OAKLAND PHOTO

Striking great truths deep into the heart and leaving its fearful impress upon the minds of all who have seen it, is the powerful photoplay, "Where Are My Children?" the offering at the Oakland Photo Theatre will remain for a whole week. Beginning today, William Wilson's wonderful picture is one of the greatest dramas of its kind ever produced in the history of cinema art.

The story itself grips the heart and mind with pulsant tenor. It is a kind of a story that one can see and quickly forget. Nor is it a drama whose tragedies weigh the mind to depressive ebb. Despite the fact that the picture has for its purpose the teaching of a great moral and has for its main theme the much mooted question of birth control, its lessons are carried into the heart with subtle potency.

City mothers, ministers, club women, in fact, every thinking man and woman who has seen this production, has been enthusiastic in its endorsement. Many have viewed the picture, not once, but twice, and are still enthusiastic about it. Byron Power in the leading role does some of the best work seen on the screen in some time. The picture preaches against race suicide and is a wonderful dramatic story laid amid surroundings of luxury and wealth.

ENGLAND CALLS.
The call to arms, sounded by the home office in London, has brought to England a number of players in English birth now temporarily residing in this country. Sir Herbert Tree, who has enjoyed a successful and prosperous season in New York, sailed last week, and George Reppin, the famous English actor, has sailed for London to join the colors. Reppin and Sir Herbert have both announced that they would return next season if conditions permitted. They will both head Shakespearean companies.

Emanuel Reicher is enjoying prosperity at the Blandford theater where he is doing a limited season in German plays, and is expected to return to his native land, bringing to its response many players in English birth now temporarily residing in this country. Sir Herbert Tree, who has enjoyed a successful and prosperous season in New York, sailed last week, and George Reppin, the famous English actor, has sailed for London to join the colors. Reppin and Sir Herbert have both announced that they would return next season if conditions permitted. They will both head Shakespearean companies.

See Supplement Section for the Records of Entrants.

National Championship Women's Race

SUNDAY, JULY 9

IDORA PARK

National Record Holders' Entrants:

MISS CLAIRE GALLIGAN

National 220-Yard Champion.

MISS OLGA DORNIER

Philadelphia

National 10-Yard Champion.

MISS AGNES HUBER

Philadelphia

MISS BERNICE LANE

Champion Hawaiian Islands.

See Supplement Section for the Records of Entrants.

Macdonough TODAY AND ALL WEEK
15-A GISSA Lakeside 64

Continuous 1:30 to 11 p. m. Today

The Season's Greatest
MILITARY SPECTACLE
WATCH
Mike and Ike
ON THE FIRING LINE
Hear the Nation's
Patriotic Airs
See the Ginger Girls in Spectacular Drills and Marches.

DILLON & KING
With Their Company of 35 in the Spectacular Military Extravaganza
"Johnny Get Your Gun"

FRANKLIN
THEATRE... FRANKLIN ST NEAR 14th
Program Changed Wednesdays and Sundays.
Continuous Performance, 1:15 to 11:15
3 Days Commencing Today

BESSIE BARRISCALE
in "Sorrows of Love"
A Drama of Blind Devotion

Also—Two Keystone Comedies
Mack Swain in "Ambrose's Cup of Woe" and
Hank Mann in "Hearts and Sharks."
FRANKLIN ORCHESTRA AND PIPE ORGANS
Matinees 10c; Evenings 15c; Children 10c.

Con. Wed.—"The Snow Bird" and "The Birdland."

Oakland Theatre
Broadway at 15th St.—PARAMOUNT PICTURES
ALL THIS WEEK
The Most Powerful Moral Sermon Ever Filmed
"WHERE ARE MY CHILDREN?"
See It Today at 1:30, 3:15, 5:30, 7:10, 9:30, 11:30
POSITIVELY NO CHILDREN Under 14 Admitted Unless Accompanied With Parents.

Pantages
VAUDEVILLE 12TH AT BROADWAY OAKLAND

Why Leave Town When You Can See It Here?
The Rodeo of Vaudeville
Arizona Joe and His Wonderful Cowboys and Cowgirls in
"PASTIMES OF THE PLAINS"
Famous riders and lariat experts in a thrilling spectacle. Death defying feats of horsemanship. A whole show in itself!

Roy Mack and His Clever Youngsters, in
"SCHOOL DAYS"
A famous act by a famous composer.
The act YOU have been waiting to see!

Scanlon and Press
Late Co-Stars with Valessa Suratt
LILLIAN WATSON. Little—but Oh! My!
BOB KNAPP and CHRIS CORNELLA. Some Fun.

DOUBLE PICTURE BILL
"The Iron Claw" "Secret of the Submarine"
SAME PRICES,
10c, 25c, 50c,
Phone Oakland 71

Three Shows Daily,
2:30, 7:15 and 9:30
Four Sunday, beg. 1:30.

WHERE ARE MY CHILDREN?

One Week, Beginning Today
T. & D. Oakland Photo Theatre
The Latest and Greatest Problem Feature Photoplay.
Continuous Performance, 12:30 to 11:20

OBEDY BARRED IN WEDDING SERVICE

Professor, Not Pastor, Officiates at Rites for Society Girl.

SAN FRANCISCO, July 1.—A "marrying professor" was the modern substitute for a "marrying judge" at the wedding of Miss Edna A. Rich, society girl of this city and Santa Barbara, to Lewis Kennedy, Morse, a prominent young attorney of Boston, this morning.

The ceremony, from which was eliminated the word "obey," was read by Prof. Herbert G. Palmer, a noted psychologist and professor emeritus of Harvard. The wedding took place at the novel hour of 9 o'clock at the home of Mr. and Mrs. H. Seymour Little on Commonwealth avenue. The latter is a sister of the bride.

Rev. George Weld, pastor of the Episcopal Church of Santa Barbara, which the bride has attended since childhood, stood beside Prof. Palmer during the ceremony. His completion of the wedding by the following words: "In the name of the State of California, I pronounce you man and wife."

Another distinctive note in the ceremony was the absence of bridesmaids for both bride and groom. The bride and groom were preceded by Miss Doreen Little, the bride's niece, who scattered roses.

The groom is the son of Mrs. Kennedy, who is a Harvard graduate and a lifelong friend of Professor Palmer, with whom he has made his home for many years, and who came to California for the wedding.

The bride presented a charming picture in an ivory satin robe, carrying a shower bouquet of lilies of the valley.

Among the guests who came from Santa Barbara were Mrs. Joseph Addison Rich, mother of the bride; Mr. and Mrs. George Weld, Mr. and Mrs. Charles Edwards, Mr. and Mrs. Ward Foster, Miss Anna Lillian Sample, Mrs. Porter and Herbert Moore. Professor and Mrs. Wickson of Berkeley were also in attendance.

Following the wedding the bridal couple left on the 10:40 o'clock Santa Limited for Seattle, where they will take a boat for Alaska for a six weeks' honeymoon. Returning to the city, the bride and groom are going to Boston, where they will reside.

Weds Daughter of Friend at 62 Years

NEW YORK, July 1.—A romance that had its beginning in the close friendship between the bride's father and the bridegroom resulted in the marriage of Miss Mabel Evelyn Cristadoro, 21, to Harrison Hodges, 62, this morning in the city of New York.

Miss Cristadoro is the daughter of a railroad business man and is 27 years old, while her husband is 62 years old.

The friendship sprang up between the two men almost from the day of the birth of Hodges' son, a deep interest in the daughter of his friend and companion.

At first, the bride said laughingly, Hodges' gifts to her were toys and the other "gifts" usually so acceptable to children. In recent years, however, friends of Miss Cristadoro became convinced that there was something more than casual friendship for the young woman in the attentions bestowed upon her by Hodges.

It became generally known that they were to be married, although Hodges had been looked upon as a confirmed bachelor.

Cheapest Man in World Splits Nickels

INDIANAPOLIS, Ind., July 1.—Examine your pockets and your purses to learn whether you have whole nickels or halves, according to information given out by Thomas Hall, of the secret service, "the cheapest man in the world has settled in Indianapolis" and is busy splitting nickels.

A few Indianapolis merchants who understand the art of operating slot machines regardless of the dictates of the police are being bothered by split nickels in their slot boxes, and samples of the work are being turned over to Hall.

It is the theory of Hall that the "cheapest man in the world has arrived," inasmuch as the guilty person must spend at least 41 worth of good time saving a perfectly good nickel in two.

HUGE GUM IMPORTS.

CHICAGO, July 1.—Six million, five hundred thousand pounds of chicle, the basis of chewing gum, was imported into the United States in 1915. This product is the dried milky juice of the tropical sapodilla tree. The countries from which practically all of it was obtained were Mexico, Canada, British Honduras, Venezuela and the Central American Republics. Mexico and Canada between them provided more than two-thirds of the total amount imported. The chicle imported into this country during the last ten years has cost nearly \$85,000,000, which is about the same as the popularity of gum chewing among Americans.

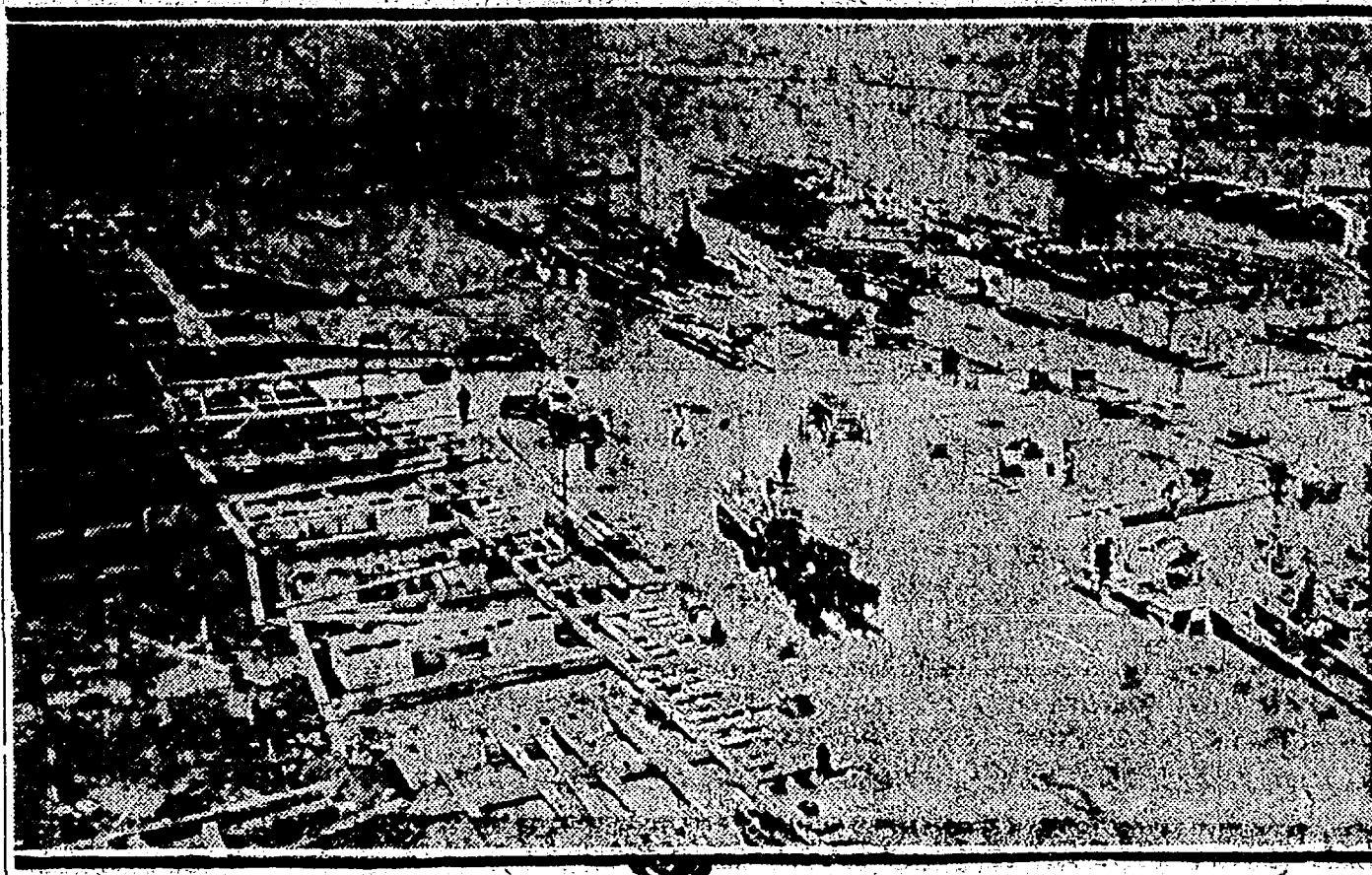
Take Hair Out Not Off the Skin

It is useless to remove hair from the surface of the skin. The hair can be removed by the use of the electrolysis process, which is the only method of permanent removal. The electrolysis process is the only method of permanent removal. The electrolysis process is the only method of permanent removal.

BLUE BOOK

A new remedy for this most humiliating and distressing ailment. The electrolysis process is the only method of permanent removal. The electrolysis process is the only method of permanent removal. The electrolysis process is the only method of permanent removal.

GREAT SHIPS ARE TO BE BUILT HERE FOUR PLANNED WILL COST \$23,000,000



VIEW OF THE CONSTRUCTION WORK BEING DONE ON THE FOUR BERTHS FOR SHIPBUILDING BEING CONSTRUCTED AT THE UNION IRON WORKS PLANT AT EXTREME RIGHT ARE THE KEEL BLOCKS FOR THE FIRST 6000 TON SHIP, TO BE STARTED WITHIN TEN DAYS.

Union Iron Works Has Much Business in Sight

Keel blocks are being laid, while workmen are rushing to completion four big berths for building ships and within ten days the keel will be laid for the first of four large vessels to be constructed at the Union Iron Works plant, now a part of the Union Iron Works and the Schwab system. The first of the vessels, a 6000-ton vessel, will be built for the Navy, and will be followed by two 10,000-ton vessels and another 6000-ton vessel within the next 40 days.

Foundations are being laid this week for a machine shop to measure 100,000 feet of more than a block and a half long, to be constructed in steel and concrete at once, and improvements costing more than \$1,500,000 will be hurried in preparation for an extensive program of shipbuilding.

The Union Iron Works has on hand at the present time contracts for 323,000,000 worth of shipbuilding, in addition to which it has secured contracts for 1,000,000 worth of shipbuilding.

WORK WELL UNDER WAY. The work for the four berths is now well under way. There will be two traveling crane tracks over the ways, and it will be possible to build four ships at a time. There are 1000 men now employed at the yards, and there will be 2000, according to the engineers, when the ships are under way. After the ships are under way, the land needed for the 800-foot ship slips, 5000 men will be needed at the plant.

The Schwab interests are confident of obtaining a number of battleship contracts is assured, according to the engineers. "In fact," declared W. H. Christie, superintendent of the local plant, "it is not a question of Mr. Schwab going to the government, but their coming to him. He has the steel and the plants, and during the time the present \$23,000,000 must be obtained to build a number of them."

SHIPS TO COST \$20,000,000.

The new type of vessel, such as the battleships, will cost \$20,000,000 apiece. The object of the slips proposed will be to point upstream, as the battleships will be too wide to be launched across the estuary, and must be turned upstream when sent out of the ways.

Engineer Otto Ruester, in charge of the construction work at the plant at the present time, stated that it is possible to expedite the work of the shipyard. What other ships besides the four arranged for are to be built in the present time, he has not decided.

According to the engineers in charge of the local works, several thousand men will be employed during all times of the year. Battleship contracts are being filled, and during the time the present \$23,000,000 worth of ships are being constructed.

Angler Traps Fish With Two Mouths

ALTON, Ill., July 1.—A one-eyed catfish is attracting a great deal of attention at the Peter Joest fish dock, but its one eye is not its only peculiarity. The fish has two mouths.

One of the mouths is the regulation, large, wide catfish mug, the other, while large is not as wide as the top mouth. It is found in the throat rather than any other shape, but it is large enough to swallow an ordinary fish easily. The eye is on the left side of the head.

There is no eye on the right side, and no place for an eye apparently. It is found in the throat rather than any other shape, but it is large enough to swallow an ordinary fish easily. The eye is on the left side of the head.

Charles Homer, a fisherman, who has made many good catches during the season, and whose record is being kept up by him, has caught a one-eyed catfish and other fishmen succeeded in making good catches also. One catfish at the Timmons dock weighs forty-seven pounds, while this one-eyed, two mouth monster weighs thirty-six pounds dressed.

Wants \$15,000 Balm for Alienated 'Love'

JOIA, Kans., July 1.—The \$15,000 alienation suit of Mrs. Hallie Cooper, 22 years old, pretty and poor, against her wealthy "in-laws," Mr. and Mrs. J. A. Cooper of Kansas City, has begun in the district court.

Mrs. Hallie Cooper, mother of a baby girl, charged the Coopers influenced her husband, Beryl Cooper, to leave her by telling her son his wife was not his equal intellectually, financially or socially.

The parents of the young husband formerly lived in Moran, Kans., and there Beryl Cooper met his wife. They lived happily, several months. Mrs. Cooper, soon to be a mother, went to the home of her parents in Illinois and the husband promised to follow.

He did not do so, however, and later Mrs. Cooper found he had entered college at Emporia to finish his art and music course. The baby was born, and February 1 this year Mrs. Cooper filed suit.

Rain? Never! Not on Picnic Day! Tribune Affair to Defy the Weather Scores of Big Features Are Scheduled

Nothing can frighten the indomitable TRIBUNE employees when it comes to a question of picnics. No, indeed.

"Now, this rain this morning, will that cause you to postpone the picnic?" was asked the chairman of the committee of arrangements last night.

"Well, I should say not," was the reply. "The picnic will be held as scheduled, rain or shine. And I'll shine. The particular details in charge of the weather have sent a wireless message to the effect that the sun will shine and shine well, for our particular benefit tomorrow."

And there you are. So these facts are pertinent.

THE TRIBUNE picnic. Today is the day. Fernbrook Park in Niles Canyon is the place.

The time is 10 o'clock, when a special train will leave the First street and Broadway depot of the Southern Pacific Company at 10 o'clock.

It's to be a regular picnic, only a little more so. Many prizes are to be given away. The return train will leave Fernbrook Park at 4 o'clock.

This is to be the fourth annual picnic of the TRIBUNE employees. Members of the various committees in charge say that it will be the largest and most successful. Members of the ticket committee have reported that the sale of tickets is the largest advance sale in the history of TRIBUNE picnics.

As is the case in all picnics, there are many features planned for the success of today's outing. None is of more general appeal, however, than the program of games, athletic events and special features which have been arranged by the committee in charge of that portion of the day's activities. Games and athletic events, including football, basketball, and various kinds of races, have been arranged for all who desire to participate—old or young, men, women or children.

ANGOR DANCING FEATURE.

Another feature of the day that is looked to with much anticipation is the program which has been arranged by the committee on dancing. A full orchestra has been engaged for the day, with instructions to do nothing but play the latest dances. The dancing will be in the open air pavilion.

Several score prizes will be given away to fortunate ones before the day is done. Of course there will be gate prizes—a number of them. There will also be a number of them.

LEAGUE FORMED TO BUILD IN WAR ZONE

Committee With Ten Million to Undertake Huge Task

NEW YORK, July 1.—A plan for the combination of the largest war relief organizations in the country for relief in Europe and for reconstruction after the war, starting with minimum resources of \$10,000,000, was announced today at the offices of the American committee representing the International Construction League. This league plans to rehabilitate the devastated parts of Europe, to rebuild towns, and furnish homes for the homeless.

The American committee of the league has as its honorary president Charles W. Elliott, it was stated, and includes in its membership five State governors, four United States senators, and college editors, bankers and members of relief organizations.

Permanent peace is the aim of the organization, and for this purpose committees will be established in the European nations to co-operate with the Americans, but no attempt, it is said, will be made to inflate peace negotiations during the war.

Saws Stove Wood on Hundredth Birthday

WELLS, N. Y., July 1.—On his hundredth birthday Everett J. Hilligus saved some wood, took an automobile ride, and played his violin. He had told relatives when he celebrated his 90th anniversary that he would use a handsaw when he was 100. He was able, however, to saw only enough wood to start a fire for breakfast.

He once shook hands with President Andrew Jackson and fought as a lieutenant in Gen. Zachary Taylor's American army in the battle of Monterey in the Mexican war. He has outlived five of the nine children, the oldest now living being 72.

rewards for winners in the athletic events and games as well as remembrances for the lightest of foot and most graceful on the dance floor.

Many parties will go to Fernbrook Park in motor cars. Parking space will be provided for all cars. The committee of arrangements has announced that coffee and a few articles of food will be sold on the ground. Luncheons, however, must be taken to the grounds by the picnickers. Don't forget that Hitch feature. And just one more paramount feature:

THE PROGRAM. Following is the complete program for today's day.

TRIBUNE ladies employees—First, leather cushion; second, silk cushion. Free-for-all men—First, one Stetson hat; second, one box cigars.

Men's three-legged race—First, two sets theater tickets; second, two sets theater tickets; third, two sets theater tickets; fourth, two sets theater tickets.

Free-for-all ladies—First, 35 merchandise order; second, \$3 merchandise order. TRIBUNE men employees—First, sweat-suit; second, 35 merchandise order.

Ladies' potato race—First, lady's handbag; second, box of candy. Boys under 16 years of age—First, one boy's sport cap; second, one box of candy.

Girls under 16 years of age—First, one bottle Cleone perfume; second, one box of candy.

Fat man's race—First, second and third prizes. Following is a list of the Oakland merchants who have given prizes for the picnic event winners: A. Schlueter & Co., Crescent Corset Company, Lehnhardt Candy Company, Whitthorne & Swan, H. C. Capwell Company, John Breuners Company, Kahn Bros., Lykes Company, Yosemite Vine Company, Great Western Smelting and Refining Company, Keystone Type Foundry, National Ice Cream Company, Washington Market, Franklin Theater, Oakland Photo Theater, Tait & Fennoyer, Hammer-Chippy Company, Yosemite Vine Company, Owl Drug Company, Ross Bros., Edgar Barber Company, Girard Piano Company, California Peanut Company, Curtin Store, Peerless Bar, Ma Belle Chocolate, F. G. Wright, Miller Ice Cream Company.

Bar Fixtures in Dispute Call for His Honor to Enter Grog Shop.

COURT HEARS PART OF CASE IN SALOON

LOS ANGELES, July 1.—Superior Judge J. W. Curtis of San Bernardino, who is sitting for Judge Finlayson, had thrust upon him the painful judicial duty of going into a saloon.

In fact, the entire court adjourned to the bar.

Members of Department 3 do not show and will not show whether or not the attorneys on either side bought drinks in an effort to influence the ruling of the court, or whether the judge bought himself. It all happened this way:

L. A. Van Pelt brought a mechanic's lien suit against C. E. Menotti, who owns a saloon in Venice, to recover for services and material in connection with the installation of the fittings of the saloon. Menotti refused to pay the money, claiming that the work was not up to specifications.

After the parties were presented by witnesses, someone suggested that everyone adjourn to the saloon to look the thing over.

Two of the actors were arrested for loitering on the while way, and when freed by Magistrate Ten Eyck were told the court would not permit them to block the street.

Convictions for similar offenses in the future will be followed by workhouse sentences.

Actors Barred From Broadway; Want Street

NEW YORK, July 1.—Because idle Broadway actor folk are forbidden to block the thoroughfare they are clamoring for a side street to be set apart for their use exclusively. It is given them that they may be called "the Ham curb."

New York brokers have a street for their exclusive use in the financial district, so why not actors? they argue.

Two of the actors were arrested for loitering on the while way, and when freed by Magistrate Ten Eyck were told the court would not permit them to block the street.

Convictions for similar offenses in the future will be followed by workhouse sentences.

TAX BILLS AND ROLL MACHINE WRITTEN

City Auditor Clay Saves Time and Money With New System.

Tax-billing typewriters were used to write the assessment rolls of the city of Oakland this year and completed the work in record time and with a saving to the city of more than \$1800. The rolls will be turned over to the City Council sitting as a board of equalization, tomorrow by City Auditor I. H. Clay.

Oakland is the first large city in the West to make the experiment of having the assessment rolls written by machines. The pioneer work of inducing the City Council to purchase the machines was done by City Auditor Clay, who offered to assume all the risk that they would work satisfactorily and would turn out the work.

The machines not only wrote the assessment books, but simultaneously turned out the tax bills as a by-product of the process. The bills will be ready this year weeks before the time they have been completed in previous years. The machines worked a saving and paid for the initial investment of purchasing them. The four machines cost approximately \$1000.

Representatives of the Alameda county offices and of other cities waited the result of the experiment with the greatest interest. It was freely predicted that the machines would not be able to turn out the work in the time limit scheduled, and that Clay would be forced to ask for an extension of time in which to place the assessment rolls in the hands of the City Council.

By the new process, the tax bill, being written at the same time as the assessment roll, is an exact copy of the assessment roll, and the possibility of making a mistake in the bill is removed. The machine is equipped with a cross-adding attachment and each bill is totaled as it is written, and each page of the assessment roll checked and proved as it is finished. The laborious task of calling back the figures and checking over the bills is entirely obviated. The machine performs this task automatically.

Cursing Ends in Murder of Youth

STREUBENVILLE, O., July 1.—Fred Blosser, 20 years old, ordered Harry Duffy, 34 years old, of Pittsburg, Pa., from his home in Follansbee, W. Va., because he swore in front of his mother and sister.

He followed him on the porch, where Duffy turned on him and drove the blade of a penknife through his heart. He died on the road to the hospital.

Duffy fled, but was captured and placed in the Follansbee jail. A mob threatened to lynch him, so authorities spirited him to the county jail in Wellsville, W. Va. Duffy is a structural iron worker.

GIRL KILLS AMOROUS SUITOR. HAMMOND, Ind., July 1.—After battling with her suitor, who she says attacked her while she was alone in her home, Rosine Chippetta, 14, of the city of West Hammond, shot and fatally injured Sam Bovona, 22 years old, a Hammond barber. The little Italian girl then went to the home of Mrs. William Brandt, a neighbor, and reported the occurrence.

FEELS YOUNG AT 100. OLYMPIA, Wash., July 1.—Judson Bradley Loper of this city celebrated his 100th anniversary. Loper was born in Long Island, N. Y. He has seven grandchildren and ten great-grandchildren. He expressed himself as decidedly "fit" and "not an old man yet by a long shot."

To List All Factories Survey to Be Outlined



DR. B. M. RASTALL.

Dr. Rastall to Tell of Plans for Industrial Census

First details of the industrial survey to be made of factories of the bay region at a cost of more than \$10,000, by the San Francisco Chamber of Commerce, will be heard by the Manufacturers' Committee of the Chamber of Commerce next Wednesday, when Dr. B. M. Rastall, director of the survey, will be the speaker at the committee's next luncheon in the Commercial Club grill.

Dr. Rastall is one of the best known factory and industrial experts in the United States, and will handle work on both sides of the bay during the survey. The Oakland manufacturers' committee is to co-operate actively with him in the work.

Dr. Rastall has been professor of business administration in the University of Wisconsin, later was director of the Milwaukee Bureau of Efficiency, was a director of the Wisconsin State Board of Public Affairs, and has handled efficiency problems and industrial puzzles for the cities of Fond du Lac, Duluth, Cumberland, Md., Boston and other American cities. He was advisory expert at the Civic Exposition in Ireland, called to the organization of the Industrial Division, handled the New York Industrial survey for the central mercantile district, and handled a number of other important commissions.

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CALIFORNIA SHIPS MANY CANTALOUPE

June Figures Show 2642 Carloads Have Been Marketed So Far.

Cantaloupes take first place in the list of California's produce shipments during the month of June, according to the figures issued by the United States Department of Agriculture. In the week from June 6 to June 12, 1916, cantaloupes were shipped; during the seven days following 1147 carloads were handled by the railroads. For the season thus far, 2642 carloads have been marketed. Only two other states in the Union made shipments of this fruit—Georgia with forty-five carloads for the season and Florida with fifteen carloads.

Strawberries are evidently exhausted for outside shipments by the local demand, for only twenty-four carloads were sent out of the state during the season. The same condition prevails in regard to the watermelon crop, only one carload having been sent beyond the border.

Shipments of new potatoes increased from 105 carloads for the week of June 6-12 to 12

H. C. CAPWELL CO.

STORE NEWS FOR WOMEN WRITTEN BY A WOMAN

H. C. CAPWELL CO.

JULY CLEARANCE SALE

Begins Monday, July 3d in All Departments

A semi-annual event which means and stands for something in this store. Great price cuts have been instituted throughout, stocks of Summer goods to be cleared away for Fall, as well as in many lines of staples. The greatest saving opportunity one can imagine—and shrewd shoppers will make straight for this store where the bargains to be obtained are on dependable merchandise

1000 Blouses

At Clearing Prices

Lingerie, Voile, Crepe, Chiffon, Pongee, Georgette Crepe, Crepe de Chine and Tub Silks.

Fine dress blouses and every-day blouses in the July Sales at remarkable price cuts. If you need a new blouse do not fail to attend this sale. White, striped and delicate tints made in the season's most favored styles.

Voile and Crepe Waists \$1.25 vals. 63c

Lingerie, Voile and Sport Waists in white and all colors. Values to \$2.50. . . . \$1.19

Tub Silk Waists in solid colors and stripes. Values to \$2.50. . . . \$1.59

Lingerie, Voile and Linen Waists in white and colors. Values to \$3.50. . . . \$1.65

Crepe de Chine, Georgette Crepe, Lace and Silk Waists, all colors, pretty styles; \$3.50 values for. . . . \$2.95

Sale in Second Floor Waist Shop

\$1.25 Middy Blouses 95c

In various fashionable styles. Cut on straight lines, made with yoke and pockets. Norfolk styles and middies with laced sides. All white or colored stripes.

\$1.35 Doeskin Gloves 98c

Washable summer gloves of good quality doeskin. Single clasp at wrist.

Washable Cape Gloves \$1.15

Made with single large clasp at wrist and plique sewn. Soft, pliable skin in ivory, pearl and tan shades. Can be washed at home with soap and water.

Towels, Linens and Bedding in the July Clearance



This is the month for the wise housekeeper to replenish her linen and towel stocks at saving prices.

50c Table Damask—39c

64-inch heavy cotton damask with a highly mercerized finish. Fully bleached, attractive patterns.

\$1 Linen Damask—79c

66-inch all-linen satin damask, gray bleached and finely woven. Absolutely all-linen.

Bordered Linen Cloths—\$2.25

Size 60x80. All linen in pretty floral patterns and colored red or blue borders.

\$5 Round Scalloped Table Cloths—\$3.95

Size 70x70. All-linen, grass bleached satin damask. Bordered all around and neatly scalloped.

\$4.50 All-Linen Napkins—\$2.95 Dozen

Snow-white all-linen satin damask in very attractive floral patterns. 20-inch size.

Nainsook \$2 Pieces for \$1.49

Fine, soft, sheer and evenly woven Egyptian nainsook. Width 36 ins. Only 100 pieces in the lot.

Longcloth Piece of 12 Yards for \$1.59

Extra heavy and soft chamois finish. Width 36 inches. Saying of ONE-THIRD. (First Floor)

Draperies and Curtains

Never before in the history of CAPWELLS was there such an opportunity to buy new hangings for the home.

25c and 30c Draperies—19c Yd.

Voiles and marquisettes with borders of drawn work. White, cream and ecru. 36 and 40 inches wide.

35c Bordered Voiles—27c Yd.

Voiles in pretty pastel prints with borders of blue, rose or tan. A good value for the money.

25c, 35c and 45c Voiles—19c Yard

This cut in price is possible because of a broken assortment of printed, bordered voiles in dainty colors. Some are selling for less than half price.

All Scrim Curtains Reduced

\$7.50 2½x40 Scrim Curtains \$5.95

\$6.00 2½x40 Scrim Curtains \$4.50

\$5.00 2½x40 Scrim Curtains \$3.65

\$3.50 2½x40 Scrim Curtains \$2.45

\$2.50 2½x40 Scrim Curtains \$1.95

\$2.00 2½x40 Scrim Curtains \$1.65 (Third Floor)

25c and 30c Cretonne—19c Yd.

A variety of attractive patterns and colorings. 36 inches wide and very serviceable.

45c and 50c Cretonnes—35c Yd.

A wisely chosen assortment in various makes and weaves—some are printed on the popular repps. Soft and harmonious colorings. 36 inches wide.

Show Draperies—50% Off

Made up for demonstration purposes. As good as new. These "made-up" draperies are of sunfast, cretonne or madras in the usual window length.

\$1.25 and \$1.50 Silks

A Great Silk-Buying Opportunity

The season's fashionable weaves, including taffetas and messalines, in beautiful stripes, plaids and checks; also some stylish brocaded poplins.

The phenomenal sale attending the reorganization and change of management in Suit Department continues with unabated enthusiasm

Coats, Suits, Dresses or Separate Skirts

At the Lowest Prices That Oakland Has Ever Known

July Sale of Undermuslins

Corset Covers, Petticoats, Combinations, Drawers, Princess Slips and Chemises Greatly Reduced

Splendid quality Undermuslins, some broken lots, some complete lines—in all most wonderful bargains. Cut on newest lines, daintily trimmed with laces and embroidery and made of excellent quality muslin and nainsook.

85c to \$1.25 Undermuslins—55c

Petticoats, Combinations, Nightgowns, Corset Covers and Drawers in this price lot. Lucky are the women who get them.

\$1.00 to \$2.00 Undermuslins—79c

An attractive sale lot comprising Nightgowns, Corset Covers, Drawers, Petticoats, Chemises and Envelope Chemises.

\$1.50 to \$2.50 Undermuslins—95c

All kinds of daintily made and daintily trimmed garments in this lot.

Undermuslins to \$2.95 for—\$1.53

Corset Covers, Combinations, Nightgowns, Princess Slips, Drawers and Vest Chemises.

Undermuslins to \$4.25 for—\$1.95

In this choice collection are Vest Chemises, Combinations, Princess Slips and Corset Covers.

Undermuslins to \$5.00 for—\$2.95

Included are Chemises, Princess Slips, Combinations, Nightgowns and Skirts.

Undermuslins to \$7.50 for—\$3.85

Combinations, Princess Slips and Chemises in this price lot.

Undermuslins to \$12.00 for—\$4.95

An extra fine lot of Princess Slips and Combinations.

ALSO GREAT REDUCTIONS IN CREPE DE CHINE UNDERWEAR AND SILK PETTICOATS.



"Barrelful of Fun" Paint Book 27c

The distinguishing feature of this book is that it begins with straight and curved lines and primary colors. A complete course given in entertaining form; 126 pages, 15 in color. Reg. 39c value. (Book Dept.)

Towels

50 Dozen Bath Towels 17c

Regular 25c and 35c Values

Extra large size single-thread Towels, highly mercerized and bleached to a snowy whiteness. In blue or striped checks.

Huck Towels 85c Dozen

Heavy cotton Huck Towels of serviceable texture. Especially desirable for hotels and apartment houses. White with red borders. Size 18x38. Special extraordinary.

81x90 Sheets 79c

A wonderful sheet value. Double-bed size of extra heavy sheeting. Seamless and neatly hemmed.

Large Pillow Cases 17c

Extra-heavy slips at a very special July price. Size 45x36.

\$1.00 Blankets 79c

Heavy, double fleeced Blanket for camping or home use.

\$2.00 Bedspreads \$1.49

A crochet spread of heavy double thread construction.

\$3 Satin Bedspreads \$2.69

Very fine satin Marseilles Spreads at an extraordinarily low price. Size 78x98.

\$1.00 and \$1.50 Dress Goods—\$1.19

This very important sales item includes tweeds, two-tone checks, Scotch plaids and fancy suitings. Width, 44 to 64 inches.

39c

for a Pound of Paper and 24 Envelopes

Here's a great offer! High-grade linen-finish paper, sold regularly for 50c pound, and a package of 24 envelopes that sell regularly for 20c. Both for 39c during the July Sale.

10c Pencil Tablets 6c

Big letter-size tablets, 100 sheets to the book. Regularly sold for 10c.

The

Assortment

Store

Participates

Capwells
Clay, 14th and 15th Streets.

Embroideries and Laces



Amazingly Reduced NOVELTY EMBROIDERIES—HALF PRICE

Flouncings, edges, galloons, and demiflouncings in a great variety of patterns. White, or with touches of color.

Reg. prices 19c to \$3.50. Sale prices 7c to \$1.75.

ALL-OVER EMBROIDERIES in swiss, batiste and cambric in scroll and set figures; suitable for blouses and collars. Also corset cover embroideries and skirtings in many designs. Values to \$1.00. Special, yard. . . . 29c

EDGES AND INSERTIONS in swiss, cambric and nainsook; suitable for baby dresses and the trimming of undergarments. 3000 yards, valued at 15c, now being sold at, yard. . . . 7c

HAND-EMBROIDERED LINEN WAIST PATTERNS in dainty and elaborate designs. Real Irish embroidery. Great reduction. Regular prices \$3.50 to \$10.50. Sale prices \$1.75 to \$5.25.

HAND MADRIRA BARY DRESSES in batiste and pique, also nightgown yokes, baby sacques and bonnets. Reg. prices \$1.75 to \$10.50. Sale prices 88c to \$5.25.

NOVELTY VENISE LACES in festoons, bands, points and edges, white or cream. Also fine Point De Alencon edges. Always desirable for trimming dresses and negligees. Values to \$4.50 per yard. \$1.39

FLOUNCINGS; ALLOVER EDGES, BANDS AND RUFFLED FLOUNCINGS for baby, dresses. Embroideries in swiss, organdie, nainsook and voiles; suitable for dresses, skirts and baby garments. Wonderful bargains in this lot. Values to \$1.00. Sale price. . . . 58c

(Main Floor)

\$3.50 and \$4 'Successo' Corsets \$1.98

Special purchase of these splendid Corsets, made by the manufacturers of MADELINE CORSETS, for our July Sales. A tremendous bargain in fashionable numbers. Medium and long length, medium bust. Made of excellent quality coutil, free hip, the best of boning and embroidery trimmed top.

\$1.00 Brassieres 79c

Of fine quality muslin, trimmed with heavy Cluny lace at top and bottom.

Children's 50c Rompers 39c

Attractive, gingham and seersucker rompers in pink and blue checks and stripes; Dutch necks and three-quarters sleeves in either open leg or elastic bottom styles.



Children's Gowns, 79c-95c

Cunning muslin gowns with lace and embroidery yokes. Sizes 6 to 14 years. Original prices were \$1.00 and \$1.25.

Hats at one-Half Price

A general clearance of children's fancy hats—every price being cut in half. Many styles. (Second Floor)

Women's \$1.00 and \$1.25

Merode Union Suits 69c

All styles in both regular and extra sizes. An extraordinary July special.

75c Extra Size Union Suits—49c

Low neck and sleeveless styles with tight knee or umbrella style. Plain or crocheted yokes.

Women's Cotton Union Suits

Low neck or sleeveless, made with tight knee. Regular Sizes, Special 29c Suit

Extra Sizes, Special 39c Suit

Children's "Globe" Union Suits

Of fine white cotton; low neck; sleeveless and knee length, or high neck, long sleeves and ankle length. Summer weight. Extra special.

Ages 2 to 10—Reg. 50c values for. 39c

Ages 12 to 16—Reg. 75c values for. 59c

(On Sale in Second Floor Department)

Bargains in Silk Hosiery

Regular \$1.10 and \$1.25 Values for 89c Pair

Novelty Silk Hosiery in colors and stripes. Good assortment of sizes.

Regular \$1.50 Values for \$1.15 Pair

ITALIAN SILK HOSE in colors of tan, brick, red, lavender, copenhagen, king's blue, sky and reseda. Closing out the line because we can get no more until the war ends.

Regular \$1.50 Values for \$1.15 Pair

McCALLUM SILK HOSE—This superfine hosiery in colors of brown, tan, fawn, red, moleskin, taupe, violet, suede, gunmetal, navy, cerise, sky, champagne and smoke. Also a few Onyx Hosiery in the lot.

WOMEN'S BLACK SILK BOOT HOSE, with elastic garter in cotton heel, toe and sole. All sizes. Pair 58c

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SUBMARINE WIRELESS INVENTED

San Franciscan Claims to Have Discovered Secret

British Government Has Agents to Witness Demonstration

The Ultra-Wireless Submarine Telegraph. What is it? The dream of an impractical visionary? A new fiction of H. G. Wells?

It is an invention so simple in principle that one wonders that it was not discovered long ago—so fabulously valuable that the British government is negotiating for its purchase for a million or more dollars—so coveted by those who have heard of its possibilities that an attempt was made to steal the secret by breaking into the office of the inventor.

Inventor is a Californian, Frank Rieber, of San Francisco, who has discovered what countless numbers of experimenters have spent years in search of—the method by which wireless messages can be transmitted under water. Some came to the verge of the secret, but Rieber took the final step and he now has a model that works. He is not alone in his faith in the new invention, for he is backed by Mayor Samuel C. Irving of Berkeley.

Negotiations for the sale of the invention to the British Admiralty are now being conducted through a confidential agent in New York. If England should decide to buy, the new apparatus will immediately be ready for use throughout her navy—a revolution in the history of submarine warfare. The new system in the same class as the battleships of the year 1900.

DEMONSTRATION.

In a hotel, the practicability of the new life in the sea has been demonstrated. In the Rieber laboratory, known to the public as the "Admiral's Model," where the necessary machinery to make real life-sized tests in the bay.

"In a week," said Rieber yesterday, "everything will be ready. Representatives of the British government, armed with full power to consummate the purchase. Right now we are negotiating with Great Britain. If she doesn't buy, some other nation will, where the navy were the United States. But at all events, we will be demonstrating to somebody within a couple of weeks.

The great superiority of the submarine telegraph over the present type lies in the fact that its vulnerable parts are not exposed to the fire of an enemy. There are no great towers looming up high in the air over the vessel. No great masts are carried away with the first shot as soon as the enemy battery has found your range. Everything is under water.

Until the ship plunges to the bottom, the submarine telegraph is in communication with the other units of the squadron be cut off. Even then the sending and receiving apparatus would still respond if there was a hand to control.

PLANS AHEAD SOUGHT.

"Of course," continued Rieber, in reply to a suggestion, "I haven't patented my invention. Its greatest value lies in the fact that it cannot be imitated. Too many men have all but discovered the secret. To let it out now would be the rankest folly. The principle of the new piece of machinery can be imitated, but without actually violating the patent rights."

Rieber said that he believed an attempt was made to gain possession of the plans of the new invention about two weeks ago. His office was broken into and his private desk rifled, although none of the valuables there were taken. "It might have been just an ordinary thief," commented Rieber, "but if the intruder was really looking for my sketches and formulas, he came to the wrong place. These are safely deposited in a bank vault, being several inches of armor plate steel."

Clamiggers Ousted From Fields in Bay

SAUSALITO, July 1.—A death blow has been dealt to the business here of a large colony of clamiggers.

Dr. J. H. Kuser, county health officer, this morning posted signs along the north shore of Richardson's Bay warning persons against inventing claims in that section. A heavy penalty is provided for violation. The State Board of Health has found that clams there are infected with typhoid germs.

Rich Octogenarian Wins Divorce Fight

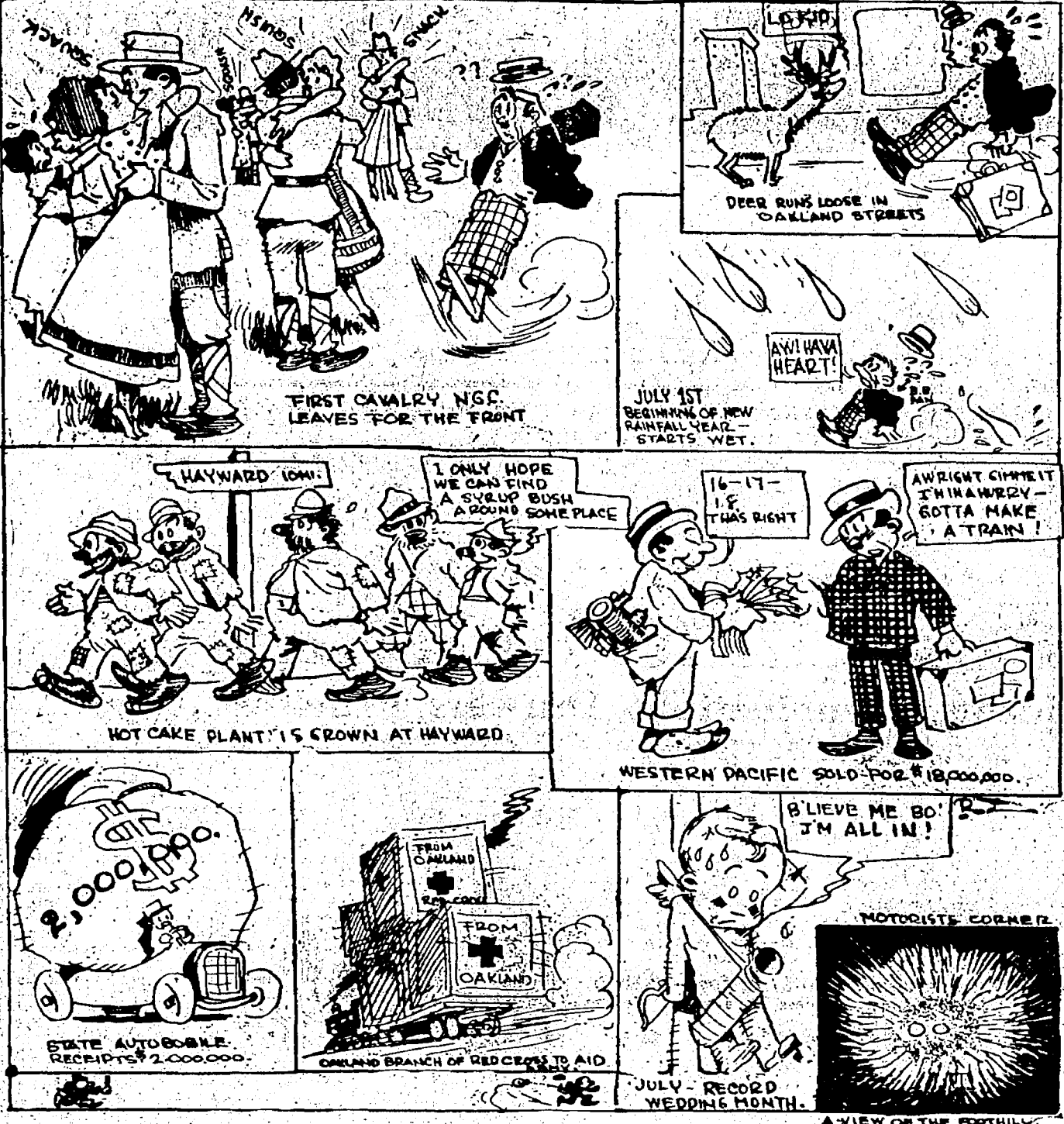
REDWOOD CITY, July 1.—Mrs. J. D. Johnson today was granted in her effort to obtain a new trial in her divorce case against Amasa P. Johnson, rich octogenarian, who recently accused her and his daughters of her kidnapping. They have been separated twenty years. Superior Judge George H. Buck denied the wife's newest plea.

Slayer Is Freed; No Evidence, Is Ruled

NEVADA CITY, July 1.—John G. Marlow, charged with the murder of Wesley Brockman at the Cottage, in the tenement district of Nevada City, June 20, was discharged at the conclusion of his preliminary examination yesterday afternoon.

The court held that the evidence introduced by the prosecution would not warrant a trial in the Superior Court, and that the county should not be put to the expense of a trial.

TRAILING THE NEWS WITH A PEN



FRANCHISE CHECK PAID BY PHONE CO.

Utility Corporation Deposits \$20,638.98 as Fee to City.

Oakland business of the Pacific Telephone and Telegraph company for the fiscal year just ended amounted to \$1,031,998.75, according to a report to be filed with the city council tomorrow by the corporation.

Tender will be made of two percent of this sum, being the gross receipts of the fiscal year, to the city of Oakland. The franchise held by the corporation provides for the payment of two percent on the year's business, and for the amount of the balance of the balance of the receipts. The city's share paid in check which will be presented to the city clerk, having already been filed with City Clerk L. W. Cummings, will be \$20,638.98.

The statement of receipts includes the money received from July 1, 1915, to June 30, 1916, inclusive. Of the total of \$1,031,998.75, the local exchange being \$68,455.24, the balance of \$951,543.51, being toll receipts creditable to the Oakland Exchange.

Henry H. Davis, Noted Attorney, Passes Away

SAN FRANCISCO, July 1.—Henry H. Davis, a lawyer prominent especially in will cases, died today at Lane Hospital, where he was taken two weeks ago after an illness of many months. He is survived by Mrs. May Mullen Davis, formerly of Virginia City, whom he married last December, and a brother, Milton M. Davis, chief deputy county clerk.

Henry Davis was a member of the Press and the University clubs, was a Scottish and York Rite Mason and a Shriner, belonged to the Elks and the Foresters and was prominent in the B'nai B'rith Association. His home was at 1101 Masonic avenue.

Born in Germany September 27, 1851, he came here in '68 and was educated in San Francisco and Oakland, being graduated from Hastings Law College in 1882.

Neutral Conference Urges Peace Movement

STOCKHOLM, via London, July 1.—The neutral conference for continuous mediation has decided to request all neutral nations in the world to hold peace demonstrations on August 1, the anniversary of the beginning of the war to express sympathy with the suffering peoples of the belligerent nations and to plead with them not to carry the war through.

The conference, which was opened yesterday, suggests public meetings, street parades, pageants and church services, but particularly urges a five-minute pause throughout the neutral world on the morning of August 1, when men and women would pause everywhere in the midst of the avocations as an expression of universal longing for the war to end.

Sales to Dispose of Big Store of Flour

ROTTERDAM, July 1, via London, 7:05 p. m.—The series of public sales of American flour in which about 100,000 barrels will be disposed of was begun yesterday by a committee of grain dealers acting for the Dutch government. A great crowd of buyers gathered.

The minimum price for sound patent flour was 20 florins per hundred kilograms. The highest grade brought 22 1/2 florins.

Mission of Love Results in Death

Toys Surround Woman Victim of Gas

SAN FRANCISCO, July 1.—The little shirt for Olaf is still stuffed in one corner. And Olga's doll and neckties and pretty things are scattered about.

Mrs. Victoria Stodolski will not take them back to the six little ones who wait at Elk, Mendocino county. There probably was much wonderment and worry when she did not come home today. But she was lying on a slab at the city morgue.

Somebody detected gas coming from under the door of her room today. Later she was found dead in bed. As she had money and a happy home, her death is credited to accident.

Mrs. Stodolski arrived yesterday on a shopping trip and had purchased a big supply of articles for her children.

STRICTLY PERSONAL

Mrs. Joseph Rosenfield and her daughter, Miss Virginia, of Alameda, will leave for Los Angeles today. They will be gone two months and will visit different points of interest in the East.

Mr. and Mrs. William Makin left Friday morning on an automobile trip to the Yosemite valley. They were accompanied by Mr. Joseph Makin and Mrs. Makin's niece, Miss Zillah Brown of Los Angeles. Miss Brown is an accomplished singer and has been visiting relatives in San Francisco and Oakland for the past month. The party will visit the big trees en route to the valley.

Mr. and Mrs. Walter E. Logan and Mr. and Mrs. W. E. Tucker left yesterday for an automobile tour through Sonoma and Napa counties.

Mrs. Horace P. Brown and daughters, Misses Dolores, Hazel and Winifred, are spending a month's vacation at Mount Howell.

Miss Carolyn Perdue is recently hostess at a charming party in honor of her sixth birthday, and at which she entertained to enjoy Miss Carolyn's hospitality were Misses Mary Hamlin, Maxine Perdue, Louise Wheeler, Helene Meyer, Bernice Perdue, Master Jack Plannery Jr.

Police Investigate Lumber Mill Blaze

SAN FRANCISCO, July 1.—The police and Fire Marshal Towe are investigating a fire which broke out early tonight in the yards of the Loop Lumber Company, Sixteenth and Georgia streets. Theodore Simon, a watchman, who discovered the flames, declared that he saw five or six suspicious-looking men running away. They climbed into an automobile, he said, and disappeared toward the Potrero hills.

Child Labor Law Is Invoked for Newsboy

SACRAMENTO, July 1.—John S. Blair, deputy state labor commissioner, has sworn out a complaint in the Court of Police Judge Henderson, charging Ferdinand A. Klefer, owner of a cigar store at Second and I streets, with a violation of the child labor law, in allowing his 7-year-old son to peddle papers on the streets. This is the first case of the kind in Sacramento county.

EPIGRAMS ARE HEALTH GUIDES

United States Officials Seek New Way to Teach Hygiene.

"It's worry, not work, that shortens life."

"A cold bath every morning is the best complexion remedy."

"Flyless towns have few funerals."

—Public Health Service Maxims.

Teaching hygiene by humor is the latest method for impressing health laws and the facts of sanitation on the great American public by the United States public health service. The experts know that the public will not read dry figures and tables, any more than a germ will stick to teeth that are brushed every day or to anything else properly sanitized.

But the public does remember merry lyrics and the rule of the tooth-brush into a topical song the country would be talking about it. Wherefore the latest by the United States service.

At times this is the explanation of local health officials. The result arrived last night when little slips bearing health maxims and epigrams, meant for public memorization, arrived for distribution.

One of the best has come in the "Do you know that form."

"Here are some of the things that the health service wants to know if the public knows."

"It's worry, not work, that shortens life."

"A cold bath every morning is the best complexion remedy."

"Flyless towns have few funerals."

The death rate from typhoid fever in 1900. The United States has been cut in half since 1907.

Pneumonia kills over 120,000 Americans each year.

A flyless town has few funerals.

The well that drains the cesspool is the cup of death?

City Prevented From Spending R. R. Surplus

SAN FRANCISCO, July 1.—Superior Judge George H. Sturtevant issued today a temporary injunction enjoining the city from expending any part of a surplus of \$28,000. The sum represented the surplus in the general fund at the close of the fiscal year last night.

The insurance of the injunction followed a bitter fight between opposing counsel in the case of the San Francisco Clearing House, which was the City of San Francisco to recover \$18,000 under a judgment for the return of taxes paid under protest in 1908.

Counsel for the plaintiff applied for the injunction which was contested by Attorney City Attorney Harry G. McManney and George Lull, who contended the injunction would completely tie up operations in the treasury's office.

Mayor Rolph and the Board of Supervisors were cited to appear July 6 to show cause why the injunction should not be made permanent.

State Health Board Plans More Hospitals

SACRAMENTO, July 1.—Preliminary steps toward the establishment of a more psychopathic hospitals for the treatment of the insane, tuberculosis and alcohol patients, were taken today by the State Board of Health.

The board adopted the recommendation of President George E. Ehrlich that steps be taken to separate such patients from the others confined in state hospitals and care for them in special psychopathic institutions. Before these hospitals can be established, legislative action is necessary.

S. P. MAY USE ELECTRICITY ON OVERLAND

Experiments on Local Lines Prompt Move

Employees Get Notice to School Selves in Subject

ALAMEDA, July 1.—That the time is at hand for the electrifying of practically all of the Southern Pacific lines in California, including the overland routes across the mountains, is evidenced by notices now being sent operating employees on the steam trains. These notices call attention to electric schools of instruction to be started next week at various points on the coast. For the Southern Pacific, the training about the new school of electric locomotives will be at the Alameda mole. The first class will start work next week. Later classes are to be formed as fast as the men report in sufficient numbers to form classes.

MOUNTAIN WORK.

Ever since the Alameda county lines were electrified there have been many reports of extensions. At first it was believed that these extensions would be limited to suburban systems. Then came word that experimental work on the heavy Sierra Nevada mountain grades had been carried out to see if electric locomotives could be used to advantage. The successful work of electric locomotives, over the St. Paul & Northwestern in the north-west, where the electric locomotives haul heavy trains over the northern Rockies, gave the Coast line all kinds of weather, including cold spells when the thermometer sinks far below zero, has demonstrated that electricity as a transcontinental transportation agent for all sorts of freight, and the conditions of traffic is not only quite as dependable as steam, but is also cleaner, quieter and cheaper. Under some special stresses of modern railroading it shows a better way than when it comes to actual power.

ALL HAVE NOTICES.

The notices sent the trainmen are not sent to suburban train hands only, but to all the Coast line, and now main and branch steam lines as well, showing that a general electrifying of all lines entering Oakland and San Francisco is contemplated. The same may be said of Los Angeles, Portland and other big rail points. Probably a special type of electric locomotive will be used for the haul over the Sierra Nevada mountains, where special types of compound steam locomotives were necessary to insure maintenance of schedule and to avoid breaking up the heavy overland trains into sections. Even if the steam locomotives are used, the Coast line and mountain work there is still several thousand miles of valley track where the change to electricity can be made cheaply and the present operating cost much reduced. The peninsula lines to the east side line to San Jose, the 300 miles of straight Sacramento valley track, before the foothills of the Sierras are encountered, the valley route between San Francisco and Los Angeles, and other ideal conditions for the operation of electric railway traffic.

LONG EXPERIMENTS.

Ever since the Alameda county line showed how successful was the application of electricity to heavy commutation and suburban travel the electrical engineers of the Southern Pacific have been figuring on different possibilities and probabilities. The possibilities as applied to the Southern Pacific's transportation problems. The millions spent by the Southern Pacific in the Luch outfall, the bay cutoff on the San Francisco side and the Dumbarton bridge change show the ideal of money the company is willing to expend to shorten distances, cheapen cost of hauling trains and add to facilities for taking care of a constantly augmenting business. The operating cost of the Alameda county lines is said to have made a striking showing in favor of electricity. A modest saving on each train or run effects a tremendous saving when applied to the thousands of trains and runs the Southern Pacific has in operation over its main lines and many branches.

Throttler in Error, Attacks Wrong Girl

LOS ANGELES, July 1.—Miss Gladys Roeder, 17 years old, of 1232 Second street, Santa Monica, reported to the police that she was choked into unconsciousness by an unidentified man as she was walking through Pallasade park, Santa Monica, shortly after 8 o'clock Wednesday evening. After carrying the young woman about her blocks, she said, he placed her under a clump of bushes and tied a handkerchief over her face. About midnight Miss Roeder regained consciousness and hurried home.

Miss Roeder said when the man grabbed her she exclaimed: "I've got you now!"

The police believe the man mistook Miss Roeder for someone else. The young woman was not severely injured.

Federal Reserve Board Boasts Record Fund

WASHINGTON, July 1.—Gold held in the settlement fund of the Federal reserve board today reached \$155,000,000, a new high record. Of this \$112,880,000 belongs to the Federal reserve banks and will serve as the basis of the national clearing operations to be inaugurated July 15.

Arizona Court Kills Old Age Pension Law

PHOENIX, Ariz., July 1.—The Arizona Supreme Court today declared unconstitutional the "initiated law," adopted by the voters in 1914, providing for mothers' and old age pensions.

Awful! No One Was Prepared Yes, It Rains July 1 Every Year

Who ever heard of a quail or duck season opening with no nimrods provided with hunting licenses? Yet the rain season opened yesterday promptly on the first day of the fiscal-meteorological year and found not a single citizen of Oakland equipped with an umbrella license or even a permit to wear rubbers.

It was all the fault of the Weather Bureau.

The public is warned by the State Fish and Game Commission that the season for certain kinds of game opens on certain days. It is informed of the exact hour when the baseball season begins; politely told by haberdashers on what afternoon straw hats become obsolete; and, advised by friends that the most propitious season for weddings is June. But there was no warning that the rainy season in California officially opens on July 1.

It has been doing it methodically for decades and decades, running neck and neck with the fiscal year, but no one has paid any attention to it, because within the memory of the oldest inhabitant there has been no regular, honest-to-goodness rain on the first day of the season. There might have been a splash or two once in nine years or so on July 1, but not enough to be entered on the record, and consequently the significance of the first day of the seventh month was forgotten.

It was called sharply to attention yesterday morning, when a brisk shower fell just as the hour when the tide of workers was pouring into the business center of the city.

The record for the season as shown by the Sanborn gauge is as follows:

Rainfall to date.....13.13 inches
Past 24 hours.....1.13 inches
Corresponding date last season.....00 inches

The precipitation was general throughout Northern California, with a "trace" extending south of the region of the Coast Range. Along the Oregon line the disturbed storm.

U-BOAT RUMOR IS NOW THOUGHT HOAX

Chesapeake Bay Story and Advertisement Does Not Convince.

BALTIMORE, Md., July 1.—Inquiries concerning the possibility of a German submarine hiding in the Chesapeake Bay, which had been a negative nod from customs officials here today, a straight jacket was suggested in connection with the name New York Times. The announcement in the New York Times would be forwarded to Germany, some surprise, but there is a marked reluctance on the part of local Germans to take advantage of the opportunity. In some circles the offer is regarded as an unpleasant light and an investigation by federal authorities may be recommended by a hypenated organization with headquarters here.

WHAT IS DOING TODAY

Company B, Hibernian Rifles, hold field day, Glen Park.

University of California students walk to their woods.

Hill hours of music, Greek Theater, Berkeley, p. m.

Letter Carriers celebrate, Shellmound Park.

TRIBUNE picnic, Fernbrook Park, Niles.

Jackson Furniture Company's employees' picnic, Boulder Creek.

National Guardsmen's benefit, Palm Beach, Alameda.

Albert Rappaport gives benefit concert, Congregation Beth Abraham, evening.

Children's Day services, Ninth street hall, Salvation Army, afternoon.

Auditorium—American Grand Opera Company, "Il Trovatore."

Madame's Dillon and King, "Johnny Get Your Gun."

Orpheum—Vandeville and Nat M. Willis, "Fantasies—Vaudeville."

Franklin—Beale Barricade in "Sorrows of Love."

Oakland—"Where Are My Children?" Idora Park—Inland Beach.

Broadway—Louise Lovely in "Bobbie of the Ballet."

WHAT IS DOING TOMORROW

Fitchburg Social and Improvement Club meets, 727 East Fourteenth street, 8:15 p. m.

Max Gibbs, a merchant of 527 Broadway, is out on \$50 bail today, following a charge of embezzlement brought against him by Harry Joseph, Joseph, loaned him the place to Gibbs, who lost it while running a train. Joseph, who places the value of the watch at \$50, says that the accused paid him \$50 as part payment for the lost article. The passengers have not been given any reason for the arrest. The argument caused the arrest. Inspector McCarthy and Officer Quigley made the arrest.

Lost Watch Leads to Borrower's Arrest

Max Gibbs, a merchant of 527 Broadway, is out on \$50 bail today, following a charge of embezzlement brought against him by Harry Joseph, Joseph, loaned him the place to Gibbs, who lost it while running a train. Joseph, who places the value of the watch at \$50, says that the accused paid him \$50 as part payment for the lost article. The passengers have not been given any reason for the arrest. The argument caused the arrest. Inspector McCarthy and Officer Quigley made the arrest.

WAR COST TO BE ASSESSED ON WEALTHY

New U. S. Revenue Bill Plans Levy on Big Incomes

Bankers and Brokers to Feel Preparedness Measures

WASHINGTON, July 1.—Income, inheritance and munitions taxes are to pay the cost of preparedness. If there is war the cost will be paid for by bond issues.

Shifting the burdens almost entirely upon accumulated wealth and big incomes, the new revenue bill, introduced in the House today, is a epoch-making in the opinion of administration leaders. It will establish a national inheritance tax as a permanent part of the fiscal system of this country.

Experts say the new bill will raise approximately \$210,000,000 additional revenue—\$100,000,000 from incomes, \$50,000,000 from inheritances, and \$50,000,000 from munitions.

BOOST RATE.

The present income tax rate is boosted from 1 to 2 per cent. The super-taxes will begin at \$20,000 and will increase at the rate of 1 per cent on each classification until 10 per cent is levied on all incomes in excess of \$500,000.

The inheritance tax provisions will exempt all estates under \$50,000. If the testator was a resident of the state in which the property lies, if a non-resident, there will be no exemption. The tax rates are 1 per cent for estates under \$50,000; 2 per cent for estates between \$50,000 and \$150,000; 3 per cent between \$150,000 and \$250,000; 4 per cent between \$250,000 and \$450,000, and 5 per cent on estates in excess of \$450,000. The bill is so drafted as not to interfere with the purely state inheritance tax laws now on the statute books.

Varying rates of taxation are imposed on munition factories. If receipts of a plant manufacturing gunpowder, explosives, etc., do not exceed a million dollars, the tax is 5 per cent. Eight per cent is demanded where receipts are in excess of that sum. A sliding scale of rates is also provided for cartridges and other munitions.

STAMP TAX GOES.

The stamp taxes are wiped out, although part of the emergency revenue act created at the opening of the European war is left to stand in modified form.

There will be no more stamps on telegrams, mortgages, telephone calls, perfumes and deeds.

Some of the special taxes remaining are \$1 a thousand on the capital of bankers, \$30 on brokers, \$50 on pawnbrokers, a graded tax on theaters, beginning as low as \$150, as to catch the smaller-moving picture shows, \$100 on circuses, and a tax on moving alleys and billiard tables. There is also a new stamp tax. The rate of \$150 a barrel on beer stands unchanged.

TARIFF COMMISSION.

Legislative proposals include: Creation of a tariff commission as framed by Representative Rainey of Illinois.

An increase of the tariff rates on dyestuffs to protect infant industries which have sprung up since the European war in the dye supply of the United States.

An unfair competition clause which is expected to keep foreigners from dumping goods in this country at prices lower than they command in foreign markets.

The dyestuff tariff clause contains a provision that the duties at the end of a period of five years shall be reduced to the rate of 20 per cent a year on the theory that once the industry has been established it should be able, after a reasonable period, to stand on its own feet without government protection.

WAR COST TO BE ASSESSED ON WEALTHY

New U. S. Revenue Bill Plans Levy on Big Incomes

Bankers and Brokers to Feel Preparedness Measures

WASHINGTON, July 1.—Naval men home on leave after activity in submarine operations in the Baltic speak enthusiastically of the success attending their work, says the Star's Edinburgh correspondent.

"We imposed an iron rule in the Baltic," said one petty officer, "and the Germans are now beginning to feel the full effects of it in a terrible draught upon their land."

House Agrees to Large War Expenditures

WASHINGTON, July 1.—The House today agreed on the House committee report of the fortifications appropriation bill, with a total of \$25,000,000 cash appropriation and \$13,800,000 in authorized contracts. An increase of \$4,880,000 over the total as the measure originally passed the House is largely in appropriations for ammunition reserves.

Building Savings for Year Returned

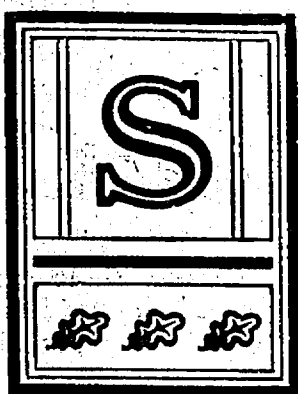
WASHINGTON, July 1.—There was turned back into the treasury today \$835,971 saved during the past fiscal year. The purchase of sites and construction of public buildings through the policy of limiting expenditures to the requirements of a community rather than using all of any sum appropriated by Congress.

Urge Wilson to Ask Clemency for Casement

WASHINGTON, July 1.—Petitions requesting that President Wilson urge the British government to grant clemency to Sir Roger Casement, the Irish revolutionist, poured into the White House today from many parts of the country.

STRANGE OFFICIAL OPPOSITION TO NEW BUSINESS FACILITIES

"INDUSTRIAL SURVEY" LATEST ATTEMPT TO LOCATE TROUBLE



SAN FRANCISCO, July 1. — The announcement that the Board of Supervisors had granted the Great Western Smelting and Refining Company and San Francisco Warehouse Company spur track privileges read casually, but was fraught with a good deal of importance. Spur track privileges have been especially difficult to obtain. The trouble lies far back. The old Consolidation Act prohibited spur tracks for commercial purposes, permitting them only where cuts and excavations were to be made. The new charter, lifting the provision bodily from the old act, it was necessary to get an amendment through before spurs were possible at all. This was finally accomplished, through the carrying of Amendment No. 15, but the granting of the privileges being in the hands of the Board of Supervisors, and the supervisors being susceptible to certain influences, it was still difficult to get a spur track into a factory or warehouse. This is from the report of the North Central Improvement Association for May: "Many petitions were considered by the Streets and Commercial Development Committees during the month, all being opposed by the Teamsters' Union, Drayman's Association and John P. McLaughlin, State Labor Commissioner. However, the majority of the supervisors favored the most of these applications." Spur tracks are necessary to any considerable business in this day, and that they should be systematically opposed may well be a matter of surprise in a city striving for industrial progress. In later times every new Board of Supervisors has to be convinced of the necessity of spur tracks. The present board has finally been brought around, but it required nearly six months to establish a fact that should have been patent at once.

The Horse Bucks the Auto

Another enterprise that the North Central Improvement Association has in hand has not yet had such a favorable outcome. The Embarcadero is eighty-five feet wide. It is mostly paved with Belgian blocks, and all who have ridden over it in an auto will be ready to testify that it is bumpy. The association has been importuned by autoists to exert its influence toward getting a strip twenty-five feet wide smoothly paved, for the particular use of autos. So it undertook the task. The Embarcadero is under the State Harbor Commission. Members even went so far as to interest themselves in the sale of authorized bonds, thus raising funds sufficient to make the improvement; but up came the same objectors who sought to block the granting of spur tracks, and the matter was delayed and is delayed. The objectors represent that a roadway for autos would be too slippery for horses. This is one place where the horse bucks the auto successfully. It is an undoubted fact that with a smooth roadway for autos and auto trucks, a great deal of draying now almost exclusively done by horse-drawn vehicles would be done by auto trucks.

A Rescinded Privilege

In this page recently it was told how a novel playhouse had been projected on Stevenson street, with an entrance on Market and a bridge over Stevenson into an auditorium that would be maintained on a cheap site at a greatly reduced overhead. There were two or three big theaters in the immediate neighborhood whose proprietors at once objected. The project hinged on the granting of permission by the Board of Supervisors for the bridge over Stevenson street. Very soon after the publication in The Knave of the facts about the singular enterprise the supervisors granted the permit; but almost immediately they rescinded it. The projector, who was encountered soon afterwards, was asked if he and his associates had been seized with an attack of cold feet. "Naw," he replied with an inflection of infinite disgust. "We did not get cold feet. But we know how the permit came to be rescinded. It was worth a good deal to somebody to have the enterprise squashed. I wouldn't insinuate anything for the world. If I should tell you all I know about that transaction you would know as much about it as I do; and what a newspaper man doesn't know isn't so apt to get into print." With which cryptic observation the matter was dropped.

Local "Fiction Characters"

Peter B. Kyne's story, "The Blue Water Fever," published in a national weekly, takes Cappy Ricks through a veritable sea of trouble and adds a further account to the astonishing capability of Captain Matt Peasley. These salt-water stories, with San Francisco as the home port, have attained great vogue, and much speculation is rife as to the identity of the characters. In this last one Captain Matt Peasley sails the bark Retriever into San Francisco harbor alone, his crew having been eliminated by bubonic plague on the way from Manila. There is a sure-enough bark named Retriever, and she was owned by Dolbeer & Carlson when Kyne was their office boy. She is of about 500 tons burden, and is now on her way to Melbourne with lumber. Kyne seems to have an affection for the craft, as he has written several stories around her. There is also such a seagoing personage as Matt Peasley. He was a mate on the schooner Mauwema, belonging to the Simpson Lumber Company, in whose employ Kyne spent several years. The real Matt is an upstanding, self-reliant Yankee sailor, quite able to maintain his authority aboard ship but not quite the extraordinary person the stories make him out. Cappy Ricks with his "Harumph-h-h!" is understood to be a composite of several shipowners and magnates of the San Francisco front, among whom the late Capt. Simpson, Captain Barneson, Captain John Hooper, Captain Hibberd, the late Captain Dolbeer and Captain Dollar get mentioned. It is believed, however, the character draws nearest the late Captains Simpson and Dolbeer. Skinner, the capable manager for Cappy Ricks, is more clearly

identified as Harry Pennel, for some years business manager for the Simpson Lumber Company. Kyne seems not to have been a regular sailor, but has been to sea. And it is understood he gets seasick upon every voyage. It will be remembered that he is equally technical whether the craft that figures in his story is a steamer or sailing vessel. His acquaintance with seafaring men is so extensive that he readily finds one to lend a hand and keep him straight as to his sea technique. It is understood that Captain Barneson assisted in figuring out how one man could sail a 500-ton brig single-handed and fetch her into port safe and sound, albeit some four months late, as Captain Matt Peasley did the Retriever in "The Blue Water Fever."

Rowell on Hughes

At Republican headquarters they are greatly relaxed over the way that Chester Rowell of the Fresno Republican is taking it. There was some expectation that he would roar and thunder when he squared away to utter himself deliberately—that he would metaphorically show his teeth; but instead he has contented himself with a reportorial disquisition on the Republican candidate's teeth, which shaded off, as such discussion was likely to do, to an essay on the famous dental equipment of T. R. It is of interest, but not just at this juncture of Bull Moose importance, that T. R. has six instead of four incisors, "due to the canines being shaped like incisors." Republicans are likely to experience a certain relief from the assurance that "there is no such striking peculiarity in the Hughes dentition." And it is realized that in the employment of the word "canine" in connection with the T. R. dental equipment, Mr. Rowell meant all right, but may imperfectly gauge the untechnical meaning which the unscientific public may attach. The article encompassing these important animal versions is dated New York, and headed, "Charles Evans Hughes: A Personal Appreciation—by Chester H. Rowell." It contains other interesting anatomical particulars, as that "the moustache is very heavy, the mouth large, the lips not thin; the whiskers being a washed-out gray, closer cropped than most pictures show, carefully parted in the middle, and revealing a distinct double chin!" It is reasonably sure that Chester is the first discoverer of a double chin as one of the Hughes physical characteristics. The reader is also informed that Mr. Hughes is tall and "generally slender," which would seem to endow him with the remarkable attribute of dissembling corporeally. On the whole, as near as faithful personal can determine, Mr. Rowell considers Mr. Hughes quite a person, and not a half-bad candidate for the presidency of the United States.

The Governor's Performance

San Francisco Republicans read of the Governor's decision to support Hughes without emotion. They were not tickled about it, and on the other hand they were not coldly critical. They realize that the Governor is being just as good as he finds it to his advantage to be. Republicans are not disposed to make it hard for any stray to return even to a partial extent. On the other hand they are not hysterically cordial. And they are not to be lulled by any action on the part of those who have done their utmost to destroy their party. About the nearest to resentment that they feel is to be on their guard and have it so that the next time any one goes loco politically he will not be able to stampede the herd. The Governor's announcement that he will vote for the Republican candidate at the same time that he counsels adherence to the Bull Moose organization does one thing that is useful to the Republican party—it eliminates him as a candidate for the Senatorship except on the Progressive ticket. Anybody who wants to run on that ticket now should not be dissuaded.

The Lieutenant-Governorship

Still there is no sign as to the appointment of a Lieutenant-Governor. The whole subject is now very much in the air. It was at first delayed for political reasons. It awaited consideration and determination as to what was personally most advantageous to the Governor. One or two decisions were tentatively arrived at, but events changed the situation so that the appointment remained open. The outcome of the Chicago conventions added to the uncertainty. But the State having been left for three weeks to be run by rubber stamps, stenographers and Al McCabe, and the Governor having returned and having apparently emerged from the swear-room, it would seem that appointing a lieutenant-governor would be the first considerable job for him to tackle. The trouble now is, possibly, a paucity of desirable material to choose from. The situation is very different from that which existed with the machine at its highest efficiency. Then there were many eligibles. Now with everything on the toboggan, only those who appreciate a job because it pays so much per and whose elevation is not of political consequence, remain for selection.

Speculation as to Bull Moose Coin

The wholesale return of the political prodigals naturally incites a good deal of discussion among those who take account of political things. The discussion is not in the nature of harping upon the past, or of taunting the returned wanderers, but rather of considering some of the phenomena of the recent conventions and the movements immediately prior. For instance, it is a matter of lively speculation where the money that was so lavishly spent by the Progressives came from. Neither of the old-line political organizations began to be the spenders that the Bull Moosers were. The spectacular thing that first attracted attention was the four-page ad in the Saturday Evening Post, the highest-priced medium, perhaps, in the world; but similar publicity was going forward in all parts of the country, the press was used wholesale, the circular letter was worked overtime and the aggregate of cost must have been a sum that was never before reached in a political campaign. The lavish use of money at Chicago is a matter of notorious knowledge. Where did it all come from? George W. Perkins is always singled out as the angel extraordinary of the Progressive enterprises, but it seems improbable that he drew all the checks from his own private ac-

count. Then the manner in which he stemmed to the tide when enthusiasts were trying to force the premature nomination of T. R., and the apparent enthusiasm with which he joined the big trend to Hughes, do not align with the idea that he was the sole backer of the movement. That he could be thus complaisant at the prospect of all his good money going up in smoke that way does not figure as probable. The question persists as to where the million or two came from that ran like water in pre-convention time and during the convention in the interest of the Progressive candidate and things.

A Solid Congressional Delegation

Republican leaders are enthusiastic over the first effort to convert the California delegation in the House of Representatives into a solid Republican column. At the present time it contains but three Republicans, elected definitely as such. It is believed that the entire eleven will line up that way in the next Congress. A most enthusiastic start was made at Santa Rosa last Monday. National Committeeman Crocker, Chairman of the State Committee Keesling, Willis H. Booth, candidate for the senatorship, and many distinguished gentlemen throughout the district, not to mention the Republican editors, made the occasion notable and enthusiastic. Edward H. Hart is to be the Republican candidate. Those who attended were particularly struck by the manifest realization of the desirability of a solid Republican phalanx at Washington, seeming to have in mind how California has fared in national legislation through its present divided representation. California has much to ask of Congress, and there is great need of sending an able and homogeneous body of representatives to impress upon that body its needs.

Cheerful Republicans

High spirits prevail around Republican headquarters. The campaign is launching under more favorable auspices than any since that which resulted in the second election of McKinley. The maunders of the Democratic press, especially in California, are just now the diversion. The chief subject of discussion is the appalling treachery of Roosevelt to the Progressives. It furnishes a theme that is prolific, and the treatment of which is so fearful that one is inclined to wring the scalding tears out of the column after reading. From Roosevelt's unforgivable treachery to the acute woe of the Progressives in the abstract, and their heaven-sent mission, is a natural step. When Chester Rowell says editorially that "among the leaders of the Progressive convention were such men as do not happen twice in a generation—Garfield, Pinchot, Robins, Johnson, Parker, White, Colby," etc., they add the name of Rowell and approve the sentiment intensely. It is seldom that one political party takes such heartfelt interest in another's griefs.

Death of Distinguished Orator

The late George Knight was one of the best known Californians of the last four decades. Not a great lawyer, he was remarkably successful at the bar. Not a statesman, and not even an adroit politician, his name and presence were familiar for more than a quarter of a century in the great political convocations of the nation. In his prime he was of commanding presence, and had a voice that carried to the far corners of great convention halls, with a forceful way of speaking that attracted attention and impressed the great crowds that gather from the uttermost confines of the land when presidential candidates are named. In law practice he was fortunate in participating in the litigation which developed around the Fair estate, which extended through years and ramified in many directions. It was so vast and there was so much involved that the legitimate fees were enough to enrich not only Knight, but the other members of the law firm of which he was the head. In later years he was given to violent expressions of his opinions about men and events, and had not figured greatly in politics. He was sixty-five years of age. Many of his friends did not know of his illness till they read the announcement of his demise.

The Fire in the Auditorium

Very definite disgust has been expressed over the fire that occurred in the new spick-and-span auditorium building, destroying relics that are of great interest, and endangering the whole structure. It is remembered that this building was erected at enormous cost; that it has been shown to be of poor design for the great purposes intended, faulty in that most important detail of acoustics, for one thing; that the matter of its conservation and care was for months a political hodge, wherein the public service never seemed to be considered, but the individual beneficiaries and the political faction controlling the beneficiaries were the important considerations; that the salary of the "custodian" was fixed at a figure that few experts in commercial or industrial life realize, with a considerable troop of underlings to do the work; and that after all, conservation and supervision were so incompetent that a fire could occur, with its attendant deplorable damage and incidental dangers. Nothing has happened recently that so pointedly illustrates the criminal incompetence of the public service. A photographer was permitted to operate with flashlights among inflammable decorations which enveloped municipal relics, with nobody to foresee the danger, if anybody cared. But the custodian will go on drawing his princely salary, and other custodians of other municipal buildings and municipal property will go on drawing their salaries in exchange for their incompetency and indifference, with repetitions of disaster and loss, until the real people wake up and take public affairs in hand.

War and Quill Toothpicks

The wars have boosted the price of many things that were supposed to be immune from such influence. That they should send up the price of food-stuffs is no surprise. Meat has soared. You may not be shocked when you are called up to pay three times as much for a steak as you once did not so very long ago; you may have got used to it; but you are likely to be surprised when you are informed that the quill toothpick of commerce has taken to

skyrocketing, and that in a very short time cannot be had at any price. A club manager recently placed an order with the firm in the east that has been supplying him and received this reply: "Dear Sir—We have your order for 10,000 quill toothpicks, for which we thank you, but regret to inform you that we have been unable to procure quills; and do not know how soon we will be able to get any, so we cannot fill your order at the present time." Investigation disclosed the fact that quills for toothpicks come from Hungary, and the war embargo prevents importation at this time, and probably we will have to remove the remnants of that high-priced steak with more commonplace instruments than the solid part of a goose's pinion for some little time to come.

The Industrial Survey

San Francisco having raised \$40,000 to meet the expense of an industrial survey, and having engaged Dr. Rastall of New York to have charge of it, the voluminous data which has been gathered is now being gone over and the city, its environs, approaches and water borders being inspected. During the week Dr. Rastall devoted several days to the east shore of the bay. He pointed out, in the initial discussions of the work to be covered, that while industrial conditions and possibilities are to be considered primarily in the survey, a number of subsidiary points of view are necessary to a complete consideration of the industrial problems. San Francisco's development cannot be reached, he represented, except in conjunction with a proper development of the entire bay district. Industrial and civil analysis will provide the basis for a report showing the advantages and disadvantages of the city's position as to different types of enterprise and different lines of development. From this, plans for future industrial development may be prepared. The scope of the survey is large, embracing the whole region about the bay of San Francisco.

About Dr. Rastall

As a preliminary to this survey a committee from the Chamber of Commerce visited eastern centers to ascertain what had been done there on similar lines, and a library of over five hundred volumes was accumulated. The work undertaken is pioneer and original to San Francisco. Dr. Rastall has performed similar work for the cities of New York, St. Louis, Cleveland and Albany, and he investigated and published a treatise on the Cripple Creek strike that attracted wide attention. The counties of San Francisco, San Mateo, Alameda, Contra Costa, Marin, with parts of Sonoma and Napa, are to be included in the survey. In preparation for this survey the Chamber of Commerce caused to be made a map of San Francisco on a scale of 100 feet to the inch. There are twenty-seven sections six feet square. The map is to be extended to cover all the bay region. Also data has been gathered as to cost of factory sites, transportation, taxes, insurance, labor, rent, leases, raw materials, light, heat, and power in manufacturing centers about the bay. Some pretty strong men are at the head of this enterprise—R. I. Bentley, Fruit Canners' Association; George M. Rolph, California-Hawaiian Sugar Refineries; John A. McGregor, Union Iron Works; B. F. Schlesinger, manager Emporium; F. W. Van Sicken, president Dodge Sweeney & Company; J. D. Grant, president The Grant Company; Robert Newton Lynch, vice-president and manager Chamber of Commerce, and others. Upon reading these names there is not so much surprise that the sum of \$40,000 was raised for the undertaking.

Facts About Commuters

The data gathered by the Chamber of Commerce for use in connection with the industrial survey is of general interest and importance. The number of commuters entering the city averaged 44,784 a day during the year 1915. The average number for the months of June, July, August and September was approximately 10,000 above that figure, showing that it is a considerable habit of commuters to take up their abode on this side during the winter months. Alameda county contains the greatest commuting population of any region about that bay—30,318. One important and even astonishing fact is disclosed, to-wit: That not as many people pass through either the Grand Central station nor the Pennsylvania depot in New York City, the two largest and most important depots in the United States, as through the San Francisco ferry building. As to commuters it must be remembered that only those who travel on monthly tickets are meant. The foregoing figures, therefore, though relating to the exposition year of 1915, are normal, as the exposition did not affect that class of travel. The Chamber of Commerce takes pains to explain that these figures were not compiled with any view to discourage the commuting traffic; that the industrial survey is being conducted on broad constructive lines, looking to the development of the whole bay region, with San Francisco as the metropolis.

The 700,000 Club Idea

Just who was responsible for the original idea of the 700,000 Club, and the discussion and action on the part of the Board of Supervisors in regard thereto, is obscure; for it is found to be a sort of boomerang. The central idea is to require everybody who makes a living by working for others, especially designating municipal employees, to reside within the city limits. The proposition, instead of being taken up, has met general condemnation on the part of all who understand that movements for the betterment of a city must have broad foundations. The supervisors saw nothing in the proposition but their kind of politics. Some of them are evidently surprised to find such outspoken disapproval of it from heads of enterprises that are large employers. Some of the individual supervisors, lately interviewed on the subject, get vague at once, and profess that they did not understand the scope of the proposition to be the exclusion of persons from making a living unless they consented to live within the city limits of San Francisco. When public opinion reaches this Board of Supervisors, as it has several times since the first of the year, there is some ground to believe in its potency.

THE KNAVE.

Oakland Tribune

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Exclusive Complete Associated Press Service for
Greater Oakland.
Full United Press Service.
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SUNDAY, JULY 2, 1916.

THE POWER TO FIX WAGES.

As a result of the difficulty of reaching a settlement of the dispute between the operators and the 400,000 railway employees of the country, the operators have started a nationwide advertising campaign to create public sentiment in favor of referring the entire wage dispute to the Interstate Commerce Commission. Their argument is that inasmuch as the matter of fixing railway rates is entirely in the hands of the commission, and that rates and wages, as well as other operative costs, have a direct relation, the commission ought also to be arbiter of wage rates.

Under the powers delegated to it by Congress, the Interstate Commerce Commission has authority over rates, but not over wages. The appeal is intended to convince Congress that there is public sentiment for the extension of the powers of the commission over wages also. Say the railways: "Sixty per cent of the railroads' expenses at present is labor cost. The demands of the four brotherhoods for additional wages would, if granted, impose upon the country an additional burden in transportation costs of \$100,000,000 a year, and this is legitimately a matter in which the public should have a voice."

The argument of the railroad operators is sound and will, we believe, generally be convincing. The Interstate Commerce Commission now has extensive powers over the railway and transportation business and is more thoroughly informed than any other federal bureau, or any other neutral body, of the various features and processes of railway operation. It has the confidence of the public in large measure. In fixing transportation rates it cannot overlook the cost of operating transportation lines, and approximately 50 per cent of the gross receipts of the railroads is paid out in wages.

The objections to giving the commission power to fix wage rates will, in the first instance, come from those who are opposed to the principle of giving the government such complete control over private business, without any of the responsibilities that commonly attach to the private operators. If the Interstate Commerce Commission is authorized to regulate the earning capacity and over half of the disbursements of the roads on account of operation, it will have become the dictator of the nation's transportation facilities. About all that would be left to the railroads for independent action would be the purchase of material, and the raising of capital to finance new construction, and even these would be vitally dependent upon the commission's action. Railway owners and operators would thus become essentially the government's agents on a commission basis, with the government fixing the rate of commission.

There is also a grave question as to whether labor will be willing to leave the adjustment of its wages to a government bureau. If the Interstate Commerce Commission should be given the power to fix wages in addition to its present power to fix rates, it would also assume the duty to enforce economical operation of the roads during dull years and financial stress. It would be obligated to prevent deficits and receiverships of railroad lines, and it might easily and frequently be that these could be avoided only by reducing the number of employees and the wages of those retained. It is conceivable that the commission would have to direct a reduction in wages greatly below the present rate.

Would labor be willing to abide by such procedure? We anticipate that labor will give a very definite answer when the time comes.

In case of such difficulties as we have suggested would the Interstate Commerce Commission have any power to preserve industrial peace? Wage earners, as has been repeatedly shown, have no special consideration for the federal government when it comes to the question of strikes. Success for the scheme of giving the government power to fix wages would seem to rest entirely upon the supposition that railway operation will always be successful.

The plan cannot afford to encounter hard times and losses, for if the government assumes responsibilities for wages it cannot escape all the other financial obligations that are connected with the railway business. Although it is hard to define, there is a line which, if passed, con-

verts "regulation" to "operation," whatever else it may be called. We believe the government as now constituted utterly incompetent to operate the great railway business of the country.

QUICK ACTION DESIRED.

It is earnestly hoped that the hearings to be had before the United States engineers on the estuary bridge question will be advanced to as early a date as practicable and that authority will be granted immediately thereafter for the removal of the present obstructive bridges. Lieutenant-Colonel Rees has forwarded his recommendation for a hearing to the War Department and is ready to conduct it as soon as a reply is received. It ought to be easily possible to have the hearing this month.

Elimination of the present bridges, making the estuary channel available to deep-draft vessels and the substitution of a modern bascule bridge is urgent. Several million dollars' worth of improvements are awaiting the opening of the channel. Furthermore, the traffic of the lighter craft is increasing greatly and the obstruction, through the frequent opening of the present bridges, to street traffic between Oakland and Alameda is becoming more intolerable than ever. Business in both cities is suffering in consequence.

Much projected development will not be started until the change in bridges is accomplished. The Union Iron Works, which is planning to lease ground in Alameda for large extensions to their shipbuilding works, will not start operations until the estuary is opened to all shipping. The same condition applies to projects on the Oakland side of the estuary. For their own convenience and for the further development of their respective communities, the officials and citizens of Oakland and Alameda should work for the speedy construction of a modern bascule bridge to take the place of the present bridges.

THE REVOLT OF ARABIA.

The participation of Turkey in the great war may have precipitated domestic insurrection that will mean the break-up of the Ottoman empire. All Arabia recently proclaimed its independence from the sovereignty of the Sultanate at Constantinople. The leader of this revolt is Grand Sheriff Hussein of Mecca, esteemed the "holiest man of Islam," whatever that may mean in real holiness. Arabians have quite naturally rallied around him, for he is acknowledged as the legitimate hereditary guardian of the Faith, being a lineal descendant of the prophet through the son of the fourth Caliph. Furthermore there is a deep-seated hostility among all the tribes of the Arabian peninsula to Ottoman rule, which has broken out in numerous insurrections in the past.

There can be no doubt that Great Britain fomented the latest rebellion. Grand Sheriff Hussein is a warm friend of the English and boasts a cordial dislike for all things German. He owes much to the English, for it was Lord Curzon who, as Viceroy of India, was the prime factor behind his elevation. Lord Curzon did another thing vastly more appreciated by the Arabs; he decided that the pretensions of the late Sultan Abdul Hamid to the Caliphate of Mecca were based on usurpation of authority and attempts to trifle with the meaning of the Islamic scriptures. It was a very fine point of Mohammedan law that the British Viceroy interpreted. The Sublime Porte based its claims to sovereignty over the Caliphate on the alleged cession of the dignity to Sultan Selim, the conqueror of Egypt, in 1516. This Caliph who was forced to surrender to the Turks was descended from Mohammed's daughter, Fatima. Lord Curzon rendered the opinion that he had no right to cede away the sacred hereditary rights of the children of the Prophet.

Needless to say this notable interpretation by an Englishman of the law of Islam was closely related to the opposition of the English to German influence in Turkey and specifically to the construction with German capital of the Bagdad railway. Whether the present insurrection is ultimately successful will of course depend upon the larger issues of the war in Europe. If the Allies should win Arabia will most likely remain an independent government under British domination, with the sacred city of Mecca its capital; should the Central Power be victorious Arabia will be reconquered, as she has been many times before.

News from the European battle fronts yesterday and during the last week indicate that the long expected offensive of the Allies on the French front has been launched. If this is so it has taken England and France just twenty-three months after the formal declaration of war to get ready for a general offensive along a fifty-mile front and to prepare for the effective defense of 250 miles more of the same battle line. It may be said now that the war has really commenced and that the climactical efforts of the belligerents are to be made.

The small loss sustained through fire by the residents of Oakland during the twelve months ended June 30, is a high tribute to the efficiency of the fire department. The value of property destroyed by fire was \$140,117, as compared to \$333,823 during the fiscal year of 1914-1915. This figures a per capita loss of about fifty-five cents for each resident. It places Oakland high in the list of the safest cities in the country for residence and business.

NOTES and COMMENT

A "conference" of Progressives is to be held at the Palace hotel next Saturday. Please omit flowers.

The New York Sun is hereafter to shine largely for Frank Munsey. Newspaper men throughout the country are interested in the transfer of this famous journal.

The Pittsburgh man who had his will tattooed on his back did not seem to figure on the complications that would ensue when his executors came to file it for probate.

Towed automobiles need watching. Not as much as those that are not towed. Yet an automobile is something like a mule—it will bear watching all the time.

The European war has been going on for twenty-three months, and from all appearances the various peoples concerned are just as mad as when they began it—and just as uncertain what it is about.

Ex-President Taft is reported to be all ready to make up with ex-President Roosevelt. Taft always was deservably amiable, though in this case his good nature need not be criticized. But how does T. R. feel about it?

Nevada City proposes that autos carry two American flags constantly. Two flags forever a flutter might be impractical. If one should be prominently displayed and the other genuinely felt in the makeup of the occupants it ought to do.

Pienickers and fruit growers are the ones most put out by the untimely rain. The latter are able to figure up legal damages, but the farmer will be able to produce a bill of damages consisting principally of ruffled feelings.

It is not clear whether the Redding Searchlight sought to point a moral when it added to a news mention of the death of "Old Sampson" at the age of 106 that "he smoked, and chewed, and drank." But it seems to be reasonably certain that these vices did not materially shorten the days of the centenarian.

The Southern Pacific Company is making special effort to populate Nevada more densely. Commendable action. There is plenty of room for settlers and no doubt plenty of good land and opportunity. Nevada has suffered from fires incident to its divorce industries and some other features, but ought to be a teeming commonwealth.

We get from the Colusa Sun this interesting news from near home: "Alice Smitzer Burke and Nell Richardson are touring twenty-five states for suffrage for women. A black kitten came in the car with them at Berkeley as a mascot. They were entertained at the home of Mrs. Mary Keith, wife of the distinguished painter, William Keith."

An impending event at Gustine, as per the Standard: "Wedding bells will be ringing in Gustine some time next month, and one of our enterprising young business men will lead to the altar one of the nicest, prettiest, best-natured, best little housekeepers that ever was. We wouldn't tell you the names for anything, and you never could guess, but we'll bet that new house will be one of the happiest little places a pretty little girl ever entered."

SPIRIT OF THE STATE PRESS

There was a time when no party would think of entering a campaign without promising to bust the trusts. —Parlier Progress.

Harry Molr could have told the Stockton man who was swindled out of \$1280 by a slick San Franciscan offering a saloon partnership how he could have saved his money. —Chico Enterprise.

Millionaire sports of Southern California are hunting coyotes and wildcats with airplanes. —Parlier Progress.

It is right, of course, that you vote in accordance with your convictions without interference or dictation from any person whomever. And, on second thought, it is equally right that the other fellow should do the same. —Richmond Record-Herald.

If spectators had judged merely by the appearance of things at Fairmount plunge yesterday, they might have thought that the Baptists instead of the Methodists were enjoying a celebration, so readily did the crowd take to the water. —Riverside Press.

Edward H. Hart of Marin county was being enthusiastically endorsed as the Republican nominee for Congress from the first district. To extol the virtues of this estimable gentleman would be repetition, for he is already familiar with our many readers. —Lakeport Bee.

PREPARING MEXICO TO FIGHT.

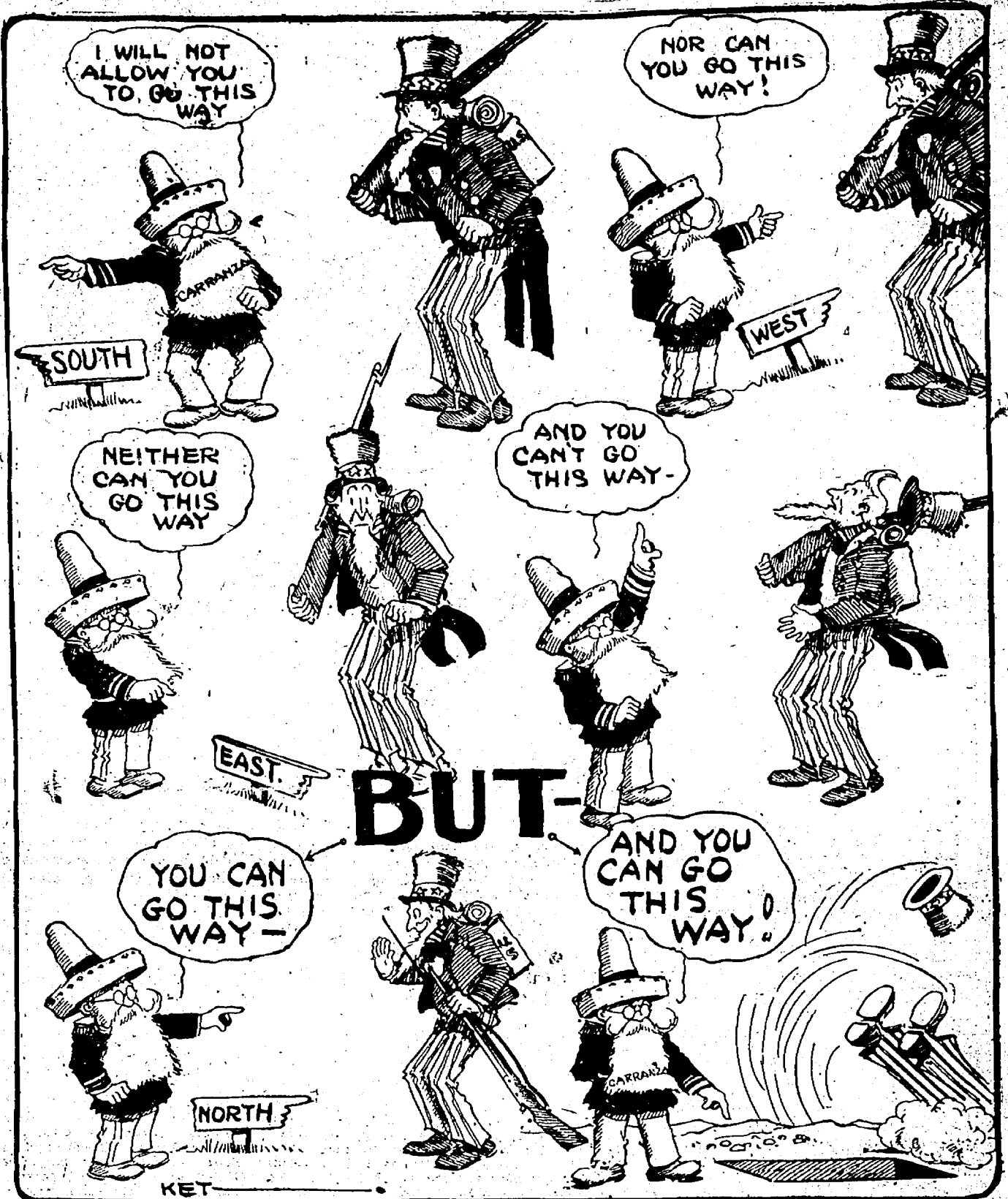
Nine days after the raid on Columbus the Ward line steamer Esperanza arrived in Vera Cruz with 1,350,000 rounds of ammunition, all soft-nosed or dum-dum bullets, for the Carranza government.

On April 1 the Ward steamer Monterey landed at Vera Cruz 1,350,000 rounds of ammunition. On May 13, a month after the Carranzista garrison at Parral had attempted to ambush the advance guard of the American expeditionary troops under Major Tompkins, and had attacked them, the Esperanza landed at Vera Cruz 300,000 rounds of ammunition.

During these months ammunition has been going over the border in quantities, as well as other supplies for Carranza troops.

Our soldiers are now about to meet a large enemy force, armed and equipped by their own countrymen, with the permission of the government that is now sending them into the field. The American soldiers who die in battle will be shot by American bullets, propelled by American powder, from guns held by soldiers fed by American food, supported by a government established through the influence of the American government. —Chicago Tribune.

IN OTHER WORDS, "BEAT IT"



Plans for a World-Wide Trade Embargo

A gigantic scheme to control the world's commerce is now being discussed in Paris by representatives of the Allied Powers in what is designated as the Allied Economic Conference. The TRIBUNE commented briefly on the object of these proceedings a few days ago. Any scheme that has for its purpose the cutting off of the United States, after peace is declared, from so great a buying and selling market as Germany, Austria-Hungary, Bulgaria and Turkey is fraught with the most serious possibilities. The foreign trade department of the National City Bank of New York City has prepared a careful analysis of the project of the Allies, and discusses its probable effects on the commerce of the United States. The following is an extract from this article, published in the bank's magazine, "The Americas":

For several recent months there has been a steadily accelerating development of the mobilization of the economic and commercial power of the Allies around the whole world, the extent and permeation of which very few men realize even among those who are busy with international commerce. This great world campaign against the Teutonic group of countries very seriously concerns the people of the United States—it concerns, in fact, the personal prosperity of every inhabitant of every part of the world; but as a country of highly developed industry that needs raw materials obtainable in dependable quantity at reasonable prices, the United States, and all the people of it, will certainly find general and individual affairs directly affected by the growing interference with the regular movement for international commerce that is a part of this economic phase of the war.

Everybody knows about the naval "blockade" of the Central Powers by the British and Allied fleets; in shipping the forcible interference with shipping of neutral countries adjacent to Germany and Austria through which supplies might enter and leave the Teutonic territories. This interference has amounted to very serious hindrance of the free commerce of these countries even when really neutral in character. Prompt shipment of merchandise, ordinary rapidity of communication by mail and cables, and exchange of gold have been made impossible by this activity of warfare. The normal organizations of ocean traffic by lines of shipping have been withdrawn from the service of international commerce and lack of transportation facilities is preventing the movement of trade, even in wholly peaceful parts of the world. But beyond that, which was to be expected, the Allies have built up (and are further developing) a system of control of merchandising, banking and

every phase of ordinary business extending into the domestic markets of every neutral country and effectively as against German and pro-German business interests around the world to a degree that is wonderful.

It has been accomplished mostly by England's control of sources of supply, of shipping and of the ordinary organization of international markets, supplemented by her naval command of the sea, but France and the other Allies are rapidly extending systematized co-operation. At the end of the second year of the war we find this to be the situation: In order for the manufacturers of the United States to obtain supplies of rubber, they have had to form a special organization which guarantees that neither crude or manufactured rubber shall reach German or pro-German hands. In order for wool, special fleeces, textile fibers, etc., from some important regions of supply to be shipped past British and French customs boundaries it is necessary for them to be consigned to the Textile Alliance, Inc., New York, with the approval of the British Embassy at Washington. In order to obtain certain Russian materials here, the special guaranty of an Overseas Trust semi-officially formed through the offices of our Government is obtained.

A recent issue of the official journal of the British Board of Trade (the Empire's "Department of Commerce") has thirty pages with upwards of 1,500 names of firms in countries all over the world with whom British subjects are forbidden to trade under the "Enemy Trading Act." There is a "white list," covering China, Siam and Liberia, of names to whom, exclusively, merchandise can be shipped from any part of the British Empire. There is a long list of "enemy firms" whose business is being wound up in England and her dominions. France has similar lists and Russia also. In addition England has a comprehensive "black list," somewhat confidentially circulated, which includes neutral concerns to close business affiliations with Germans or firms through which business has passed, or is suspected of passing, in violation of the German blockade. The boycott does not extend, England has announced, to neutral concerns having local business relationships with pro-German houses in these countries and it has, by known experience, been actually destructive of the export business of United States concerns with Germans as agents in other neutral countries. English shipping companies and banks refusing to do business or dropping it without notice.

The organization of this extensive drive upon German business over the world has been in the hands of a bureau of the Foreign Office called the Foreign Trade Department since early in the year. It is now announced that a "Finance Section," in this department

has been formed "to deal with financial matters connected with the blockade." An order in council also extends the provisions of the Enemy Trading Act to any banking or exchange transaction directly or indirectly connected with enemy trade.

It is impossible to form a positive opinion that embargo development is aimed at the future because of the seriousness—the evidently growing seriousness—of the situation in which the nations are all finding themselves as to raw materials and primary manufacturing materials.

There is not another of the great industrial countries of the world besides the United States that has not, within the spring months, placed embargoes on the export of important materials. England, France, Russia, Spain, Japan, Denmark, Greece, Italy, Netherlands, Norway, Portugal, Rumania, and Switzerland have placed embargoes on long lists of materials, hundreds of them not contraband. Besides, Canada, Australia, New Zealand, Egypt, India, Cyprus, Zanzibar, South African States, the British West Indies, British Guiana, Hongkong, the Straits Settlements, the Malay States and the other British, as well as French, dependencies, have followed. Over the wide world, Britain has stopped the export, to all but England and her Allies, of food for man and animals. One by one, the British and French dependencies are prohibiting exports of copra, oils and fats, "all oleaginous nuts, seeds and kernels," wool, rubber, cotton, leather, pepper, capsicum and spices, wood pulp, iron and ore, common and rare metals, fibers, abrasives, chemicals, dyes and stains. There is a world wide famine in rags and old paper—only the United States is permitting the drain of that necessity of its paper industry. Canada has shut off oil, nickel and asbestos—the latter is embargoed by all English and French sources of production.

Altogether, the world wide fashion of embargo on exports except to England and the Allies must be having its effect in diminution of the whole volume of trade. It will surely have its noticeable effect on every phase of commerce. It is already affecting us, causing manufacturers anxiety over sources of supply. The doors of great wool markets are shut to us. Extensive search for new markets in neutral parts of the world where we may buy is now on. It has a serious effect on prices and the real cost of living. It must affect the industry, or the community income, and the cost of living of every corner of the world.

A reassuring fact in a situation that might easily develop spontaneous outbreak of international misunderstanding is the evident care England is exercising for the purpose of avoiding just such an event by putting other friendly nations' commerce to as little inconvenience as a compelling situation will permit.

TWENTY YEARS AGO TODAY

Professor T. G. Brownson arrived from Oregon yesterday, and is now actively engaged with his duties as president of the Baptist College in East Oakland. Miss Olive Middleton of Highland Park leaves for Portland, Oregon, this week. Mr. and Mrs. George W. Arper and Mr. and Mrs. Wither will leave soon for the Sierra Nevada mountains where they will spend several weeks camping. Dr. and Mrs. J. D. Whitney of this city are in Paso Robles. Chief Justice Field and wife and Mrs. Whitney will spend the summer at Paso Robles. Mrs. Charles Clarke and son Roy are visiting friends near Madrone.

Adversity is sometimes hard upon a man; but for one man who can stand prosperity, there are a hundred that will stand adversity. —Carlyle.

THE JESTER.

Was All There.
Bromide: I suppose you were at the wedding yesterday?
Present (interrogatingly): Why doesn't physically, mentally, spiritually and financially?—Life.

Knew Them Intimately.
Mrs. Just Got Rich—Oh, we had the most delightful trip to Europe.
Mrs. Stay at Home—How lively. Did you see the Dardanelles?
Mrs. Just Got Rich—Heavens, yes; why we took supper with them.—Farm and Ranch.

A Farmer's Prosperity.
Farmer Corning was asked whether he had had a good year.
"Gosh, yes!" he exclaimed. "I had four cows and three hogs killed by railway trains and two hogs and eleven chickens killed by automobiles. I cleared near a thousand dollars."—Puck.

A HUSHING SONG.

Be still, be still, O soul,
As the peaks from pole to pole.
All shores are silent as the moon tonight;
All birds are resting from their ocean flight.

Be still, beloved friend;
Let all sad memories end.
The old wild days of sorrow are no more,
And love with beautiful joy is at the door.

Your soul is still, so still,
All hush in the Holy Will.
Rest, rest, O friend, for all is well with thee.
Pisces and cradled in the mother-sea.
—Edwin Markham in July Nautilus.

A Boston Impression.
Mexico has two queens—Miss Rule and Ann R. Key.—Boston Advertiser.

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WEEKLY KET-O-GRAM OF SPORTS



Big Entry in Tombstone Tournament at Sequoyah Promises It Will Be No Dead Affair

Oakland Oarsmen on Edge for Big Lake Merritt Regatta on Fourth

FAST CREWS ARE ENTERED IN LAKE MERRITT RACES

Whaleboat Races Attract Fast Field of Local Club Crews.

Of the long list of events which will be held on Lake Merritt Tuesday, much interest is being centered in the whaleboat races in which five well known crews have entered as competitors. The Invincible Club, the Dr. R. H. Sokol Club, the Oakland Sokol Club, the Spartan Club and the Mowood Club have all entered fast teams in the races and a big crowd is expected when the start is given. The crews of the Invincible and the Oakland Sokol Club are the favorites to win. The races will be held on the lake and the crews are expected to show some fine work. The races will be held on the lake and the crews are expected to show some fine work. The races will be held on the lake and the crews are expected to show some fine work.

BERKELEY SCHOOL FOR COACHES IS PROVING SUCCESS

Forty Men Enrolled in Classes for Study of Football Under Coach Andy Smith.

BERKELEY, July 1.—California's innovation, a school for coaches, has been launched this week at the University and classes in football and track, also hygiene and first aid, have been started. Basketball and basketball will begin July 15. About 40 men are enrolled in each course, according to the graduate manager's office, and football has proven a decided success. The school is well known athletic directors are now students under Coach Andy Smith. In that branch athletes and non-athletes are given instruction three times a week for practical instruction, attending classes for lectures and recitations twice a week. Black Glascock of Nevada, Sewright of Berkeley and Clifford of Redwood are but three of the personal coaches from all portions of California. The coach students are put through their paces by Smith in the morning. As the latter will instruct his students. Each member of the class is made to fill a certain position on either one of two teams and each position is then taught separately. The students are charged from time to time to go out and become acquainted with all players. Football is taught from 4 to 6 o'clock on Wednesday. The afternoon class takes its class in track and field, while the morning class takes its class in the same system. The students are taught the fine points of every event and are allowed to practice on the same system. The students are taught the fine points of every event and are allowed to practice on the same system. The students are taught the fine points of every event and are allowed to practice on the same system.

EASTERN MERMAID CHAMPS INVADE COAST



MISS CLARE GALLIGAN (LEFT), NEW YORK; MISS OLGA DORFNER, PHILADELPHIA, AND MISS AGNES HUBER, ALSO OF QUAKER TOWN, WHO WILL SHOW LOCAL AND TRANSY SWIMMING ENTHUSIASTS HOW CHAMPIONSHIPS ARE WON IN THE EAST. AGAINST THIS TRIO, CALIFORNIA WILL PUT HER BEST.

Mermaids from all parts of the United States entered in the annual national women's 100 yard swimming championship race, which is scheduled for Tuesday at the Sequoyah Club. The trio of champions from the East, Miss Olga Dorfner and Miss Agnes Huber, local swimming enthusiasts will witness the action that ever performed before on the Pacific coast. Miss Galligan, who comes widely heralded from New Rochelle, New York, is recognized by amateur authorities as the greatest swimmer in the world. She holds the 250 and 500 yard events. Besides, she holds the title of being the best swimmer in the world. She has won nine silver cups and 15 gold medals in about a year's time. Miss Dorfner is a swimmer of the local class. She is a record of which she is proud. The New York entrant is only 17 years of age and up to August 1st last year she had not taken part in a real swimming race. But when she did not have the amount of speed and has been winning events with ease. Swimming experts expect her to become one of the greatest swimmers in the world. Miss Dorfner is not far behind the New York lassie as far as her list of victories. She has won the 100 yard dash, the 250 yard dash, the 500 yard dash, the 1000 yard dash, the 1500 yard dash, the 2000 yard dash, the 2500 yard dash, the 3000 yard dash, the 3500 yard dash, the 4000 yard dash, the 4500 yard dash, the 5000 yard dash, the 5500 yard dash, the 6000 yard dash, the 6500 yard dash, the 7000 yard dash, the 7500 yard dash, the 8000 yard dash, the 8500 yard dash, the 9000 yard dash, the 9500 yard dash, the 10000 yard dash, the 10500 yard dash, the 11000 yard dash, the 11500 yard dash, the 12000 yard dash, the 12500 yard dash, the 13000 yard dash, the 13500 yard dash, the 14000 yard dash, the 14500 yard dash, the 15000 yard dash, the 15500 yard dash, the 16000 yard dash, the 16500 yard dash, the 17000 yard dash, the 17500 yard dash, the 18000 yard dash, the 18500 yard dash, the 19000 yard dash, the 19500 yard dash, the 20000 yard dash, the 20500 yard dash, the 21000 yard dash, the 21500 yard dash, the 22000 yard dash, the 22500 yard dash, the 23000 yard dash, the 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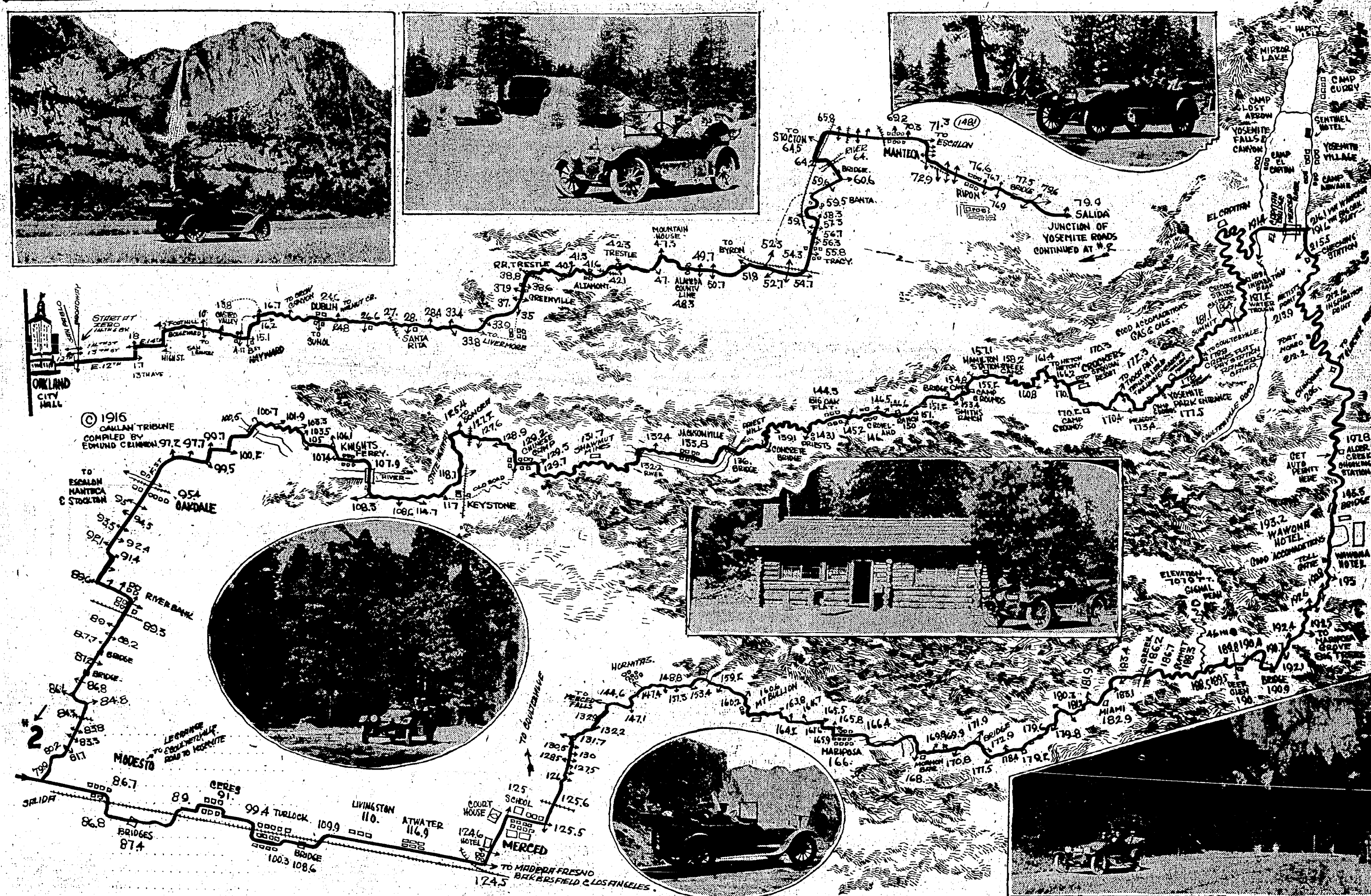
OAKLAND, CALIFORNIA, SUN DAY MORNING, JULY 2, 1916.

PAGES 35 TO 44.

NO. 132.

Yosemite Valley Becomes World's Most Famed Motor Tour

TRIBUNE AUTOMOBILE ROAD MAP OF THE YOSEMITE VALLEY TOUR COMPILED FROM THE SPEEDMETER READINGS OF THE BUICK SIX DRIVEN OVER THE ROAD BY C. A. MCGEE OF THE HOWARD AUTOMOBILE COMPANY. THIS MAP SHOWS BOTH THE WAWONA AND BIG OAK FLAT ROADS INTO THE VALLEY.



YOSEMITE MAP SHOWS BEST ROADS

World's Wonderland Is Attracting Autoists by Thousands

By EDMUND CRINNION.
Yosemite, for years the forbidden land, now the motor car owner's paradise and

the world's most famous motor tour, is mapped herewith this morning by the Automobile Department of The TRIBUNE from the speedometer readings of a Buick Six car driven over the road by C. A. McGee of the Howard Automobile Company.

This trip into the Yosemite can be made a three day trip at the very shortest for comfort, or weeks and even months can be spent in the making of the tour, all depending upon just how much time one can spare.

The TRIBUNE map shows both the Wawona and Big Oak Flat roads into the valley. The Coulterville road is not mapped because it is not recommended by the Automobile Department of The TRIBUNE as long as either the Big Oak Flat or Wawona road is available. The best way to make the Yosemite trip is to go in via Wawona and come out over the Big Oak Flat road. To make a three day trip of the Yosemite Valley tour, figure on getting out of Oakland in the afternoon and driving to Merced for the first night's stop, thence out of Merced in the morning, making the Wawona Hotel for luncheon and into the valley the same afternoon. Leave the valley early in the morning via the Big Oak Flat and return to Oakland on the same day.

To make the Yosemite Valley tour as

Ohio Lets Contract for Big Road Work

The Ohio highway commission has awarded contracts for road improvements in twenty-six counties. In the Buckeye state totaling 92 miles at a cost of \$1,367,000. This is the third letting of contracts by the Ohio highway department during the present season. When the work is completed Ohio will have improved 267 miles of roadway during the present year.

BOSCH MAGNETOS FOR ALL CARS

Auto Electric Equipment Co.
2007-9 Broadway
Phone Oakland 1257.

Auto Registrations Reach 187,269 Mark

Receipts of Motor Vehicle Department up to and including June 28, 1916:

Automobiles	187,269	\$1,890,159.39
Motorcycles	25,376	48,300.00
Chauffeurs	9,890	17,919.50
Automobile dealers	1,263	31,588.75
Motorcycle dealers	193	249.50
Miscellaneous		2,031.60
Total		\$1,990,338.94

One Man Tops

Bring your car up to date. Several used one-man-tops at bargain prices.
416 25th St.
BATTE, The Top Man

HIGHWAY ENDORSED.

The proposed international paved highway from Detroit, Mich., to Laredo, Tex., via Dallas, was endorsed recently at a meeting of the members of the Dallas Automobile Club.

Auto Safety Always

Lock YOUR
Tire (Lock) \$1.50
Robe " 2.75
Car " 1.50 to 2.50
Tool Box " 50c to 1.00

New Car Lock—
The only lock that can be used on a ball socket gear shift. It locks the car in neutral.

E. J. DAY & CO.
AUTO SUPPLIES
Twelfth Street at Madison
Open Saturday Evenings Till 9.

Vette Six

\$1175 Here

Indorsed by Critical owners throughout the country. The five attributes responsible for the satisfaction of Vette owners are

POWER—ECONOMY—COMFORT—BEAUTY—SERVICE

COMPARE these features with those of any other car selling anywhere near the Vette Price and your next car is sure to be a Vette Six.

Immediate Deliveries
LIBERAL TERMS

McDonald-Green Motor Co.
2953 BROADWAY

Phone Oak. 2474. Oakland, Cal.
Alameda and Contra Costa dealers should not overlook this car—you need fear no competition.

REBUILT TIRES

30x3 1/2	\$ 8.00
32x3 1/2	8.50
33x4	11.00
34x4	11.50
36x4 1/2	16.50
37x5	17.50

Bring Us Your Old Tires. We rebuild and guarantee 2000 miles.

C. A. MULLER
THE TIRE SHOP
2213-15 Broadway, Oakland
Kittredge near Shattuck, Berkeley

FREE

We water and test any make of battery—free of charge.
Don't be bashful—just give us a call.
Chanslor & Lyon Co.
2537 BROADWAY, OAKLAND

TIRES DOUBLE TREADED

WITH OUR NEW-LIFE TREADS ARE BETTER. WHY? ASK US. For samples of work and information call at our office. WE ORIGINATE—OTHERS IMITATE. ORIGINAL
Double Tread Tire Co.
1729 Broadway, Oakland, Cal.
Telephone Oakland 518.

PUT ON AN ENSIGN CARBURETOR

Maximum power and economy. Positively no load up. Altitude and climatic changes do not affect it. We guarantee it.
Imperial Garage & Supply Co. Inc.
1426 FRANKLIN STREET.

NEW CHALMERS CLOSED CARS COMING

Remarkable Combination
Created by Artist
and Artisan

Lady Duff Gordon Gives
Final Touches to
New Models

It has remained for the Chalmers Motor Company of Detroit to strike a new note in motor luxury and to produce a line of town cars, sedans and limousines that are claimed to be the final word in beauty of design and interior finish.

When Hugh Chalmers decided that the cars made in the Chalmers factory could not be improved upon from a mechanical standpoint or in body lines, he turned his attention to the interior finish of the closed cars and took his problems to Lucile, who in private life is Lady Duff Gordon.

Lucile is to New York and London what Paul Poiret, Paquin and Worth are to Paris. Her combinations of color are always beautiful and in the cars to which she has given her personal attention there is an appearance of elegance and luxury. In some, heavy velours and cloth as smooth as satin have been used, in others tapestries give an effect of great richness, especially when blended, as they are, with woodwork of the most beautiful character.

While Lucile is better known as a designer of gowns than as an interior decorator, her success shows how closely the automobile and the world of fashion have drawn together.

In all of the closed cars, Lucile has made use of many materials as suitable to the drawing-room of a house as to a drawing-room on wheels and with the addition of dainty silk curtains, lounging pillows and exquisite toilet and smoking sets, they seem but miniature apartments in a richly furnished home.

Oakland will soon have the opportunity to see these new creations of the Chalmers factory as the A. S. Chisholm Company has several models now en route from Detroit. One town car, probably the most striking of all, has a white body on a black chassis. The interior is a combination of black and white done in satin and rich brocade. A sedan is of royal purple with the white wire wheels. The lining of the sides, walls and doors is in pale shade of tan velour with lavender stripes, a favorite color scheme of Lucile's.

There are many other combinations, all examples of what the taste of one of the world's greatest couturiers can accomplish when added to the mechanical perfection, body lines and style of the Chalmers car.

New Treasurer Named for Willys-Overland

The Willys-Overland Company of California has just announced the appointment of E. W. Gleckler as treasurer of the California company.

Gleckler takes the place of A. R. Thel- sen, of J. W. Leavitt Co., the latter



E. W. GLECKLER, NEWLY-APPOINTED TREASURER OF THE WILLYS-OVERLAND OF CALIFORNIA.

going to Seattle to assume the position of treasurer of the Overland-Pacific Company of Oregon and Washington.

Gleckler, while but recently joining the Willys forces, has, however, been in close touch with Willys through his eighteen years' banking experience in the east. This knowledge and experience will make him a valuable acquisition for the western organization.

Presidential Year Has No Effect on Business

"Ordinarily presidential year affects business very materially," says Howard A. Matthews, treasurer of the Jackson Automobile Company, in a letter to the Imperial Garage of Oakland. "This year, however, there is a notable absence of any indication that there is a presidential election under way. We believe and hope that this is not all due to the great struggle in Europe, but that the American business man has to some extent come to the realization of the fact that business is what you make it. If one sits with folded hands thinking this is not the time to do business, no one will buy, no one does buy. On the other hand, if it is a fundamental truth that if we bestir ourselves and huddle for business as usual, we find there always is business to be had."

"Of course we in the automobile business are fortunate again this year; the volume of production exceeds that of any previous year. It can be accounted for, not only by the general prosperity of the country, but by the daring optimism of the automobile industry as a whole. This is and always has been essentially a young man's business and those who have succeeded most in it are still young men. To this fact can be attributed much of the resiliency and buoyancy of the industry which above all others today commands the interest of the American people."

Motorcycle Squad to Start for Border

The machine gun company of the Second Regiment, M. V. M., will go to the border equipped to a man with brand new Indian motorcycles.

Citizens of Springfield contributed generously to the fund for their purchase and the company has donated the motorcycle and once offered to supply the machines whether the money was raised or not.

The Fisk Rubber Company has equipped all of the machines with Red Top motorcycle tires without charge.

Motorist Out on Long Trip

One of the most complete automobile camping outfits has just left Los Angeles on a 3000-mile jaunt through the great playgrounds of the Pacific coast. This car was a Hudson Six, owned and driven by Charles O. Wearin, South Pasadena. Mr. Wearin is a retired capitalist who has equipped his Hudson "a la Pullman" for the long jaunt.

In commenting on the trip Wearin said:

"Mrs. Wearin and myself intend to

take this long, restful trip in the most leisurely fashion, camping wherever fancy dictates and staying as long as we please. I am a firm believer in the great outdoors as a health restorer. There is nothing as good for a nervous person as getting behind the wheel, so Mrs. Wearin will drive the car for almost the entire 3000-mile trip.

"We will make a rather quick run to Mt. Shasta region, but from that point on will take our time, loafing and fishing along the route. Mrs. Wearin has found the Hudson so easy to handle that even the most timid need have no fear of doing anything but the right thing in the right way.

"Mrs. Wearin has also found that the

car is adapted to women drivers, and has become so expert in its use that she takes particular delight in driving when the roads are the most difficult. We found that the Hudson had just the right arrangement to make up into a sleeping car, so had the front seat hinged, permitting us, without further change, to have as fine a bed as one could wish.

"We will be gone about two months on this trip; will visit Yosemite Valley, Lake Tahoe, and then, going into Oregon, will take our car to the very rim of Crater Lake; then to Portland, and over the new Columbia river highway, returning by the way of the coast route to San Francisco and Los Angeles."

Care of Tires Will Lower Auto Expense

"As a result of tests recently made in our factories it has been definitely ascertained that the actual difference in weight of new tires and those which have gone to the scrap heap is very slight indeed," says A. L. Dexter, Oakland manager, Fisk Rubber Company. "In other words, tires scarcely wear away at all during their entire period of use unless wheels are out of alignment or some unnatural cause exists."

"The reason for a termination of a tire's usefulness, therefore, lies elsewhere than

in the composition, formation or thickness of its tread.

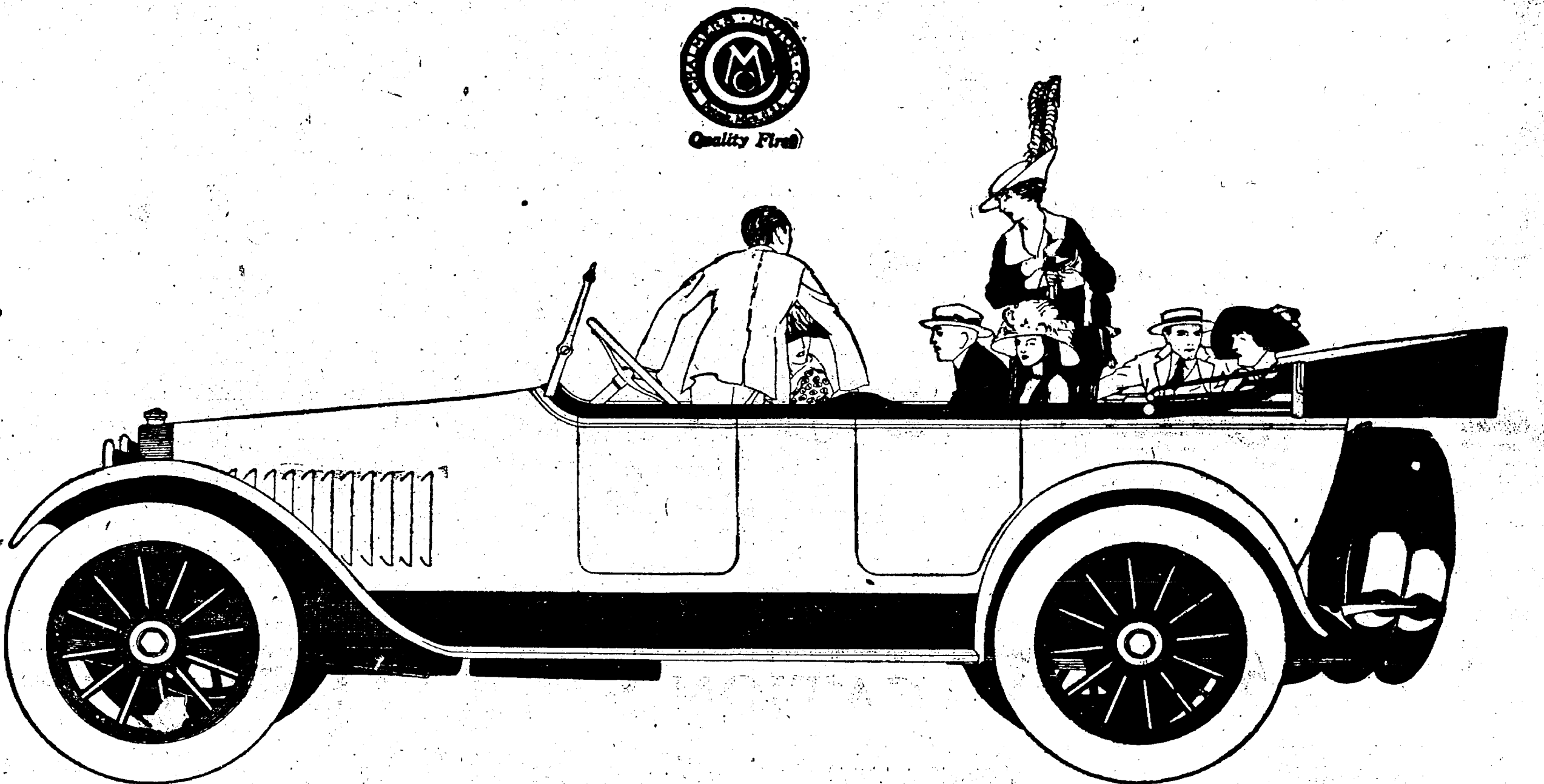
"The real strength of a tire lies in the fabric of which it is composed and the positions occupied by the various strands of the fabric in relation to one another. The deterioration or wearing out of a tire is caused by the action of the load, causing the various threads to rub against each other and to break down the fiber composing it. This is the reason why a tire which is under-inflated is quickly destroyed.

"The ideal condition of a tire, to preserve the strength of fabric which is the backbone of the tire, is the internal pressure outward, which is just balanced by the outward pressure inward, caused by

the weight of the car. If riders would take the pains to ascertain this ideal condition, which they can do by actual trials, the life of all the tires would be prolonged to twice, or three times the mileage now obtained.

"The pneumatic tire has been developed to such an extent that with proper care the mileage obtained will be sufficient to satisfactorily lower tire expense."

Nearly \$250,000,000 was expended in highways construction in 1915. One-fifth was done under state aid system, the various highways departments paying \$24,230,000 and the counties and towns paying \$25,193,000. State aid laws are in operation in forty-four states.



Now for 1917

Another new 3400 r. p. m. Chalmers, 7 passengers, 122-inch wheelbase, supreme beauty, \$1280 Detroit.
And the original 3400 r.p.m. Chalmers, doubly refined, amazing performance, 115-inch wheelbase, \$1090 Detroit.

Picture a giant of rare strength and ability, and clothe him in fine garments—and you have a mighty good picture of this new Chalmers—

the 1917 3400 r. p. m. Chalmers with the 122-inch wheelbase, double cowl body and French pleated upholstery.

A good day's work was done when they made it. They took as a base the 1916 3400 r. p. m. Chalmers. A car that had 1,000,000 miles of record behind it. And a service mark of 99.21 percent perfect.

They didn't touch the 3400 r. p. m. power plant. They stood pat there.

And on this magnificent chassis they laid a body that surpasses the ordinary man's power of expression.

To describe this gorgeous body is like trying to describe a Rocky Mountain sunset. It's impossible.

You get an optic sensation that fills the mind with a picture you'll never forget.

Lines—ladies—they're so severely modern that at first the Chalmers people thought they'd have to change them—too far ahead of the procession.

But Mr. Chalmers finally said to go ahead. And he was right, because the first one that sailed up the avenue stopped traffic.

Men driving cars actually drove up ahead in front to see what car it was.

And—performance—gentlemen. There's never been but one that could touch her—her 3400 r. p. m. sister.

She performs with a laugh. She has never refused me a hill. She has never failed to answer my every whim.

3400 r. p. m. is the reason.

But what I like most about her is the perfectly corking body.

I'm going to tell about one little feature of the body, and then you'll have to come and find the rest out for yourself.

It's about the upholstery. Now, there's been reams written and tons of talk about upholstery. Some one once measured it in inches. Another described it in curlicue springs. Some one else reduced it to "real hair."

I don't know the thickness of it—and care less; but when I get in the tonneau and sit down I have a feeling that I never want to get out.

It fits the fat man as well as the thin man.

They're long pleats—French pleats—(which say good-bye once and for all time to the "button and biscuit" kind).

Don't let me forget to call attention to her smaller sister—

the 1917 3400 r.p.m. Chalmers with the 115-inch wheelbase.

It's wonderful value—\$1090 Detroit. You put away in your wardrobe the equivalent of four good suits of clothes, a couple of pairs of ten-dollar shoes, and a Knox hat when you lay down the money for this car. You save about \$275.

Because she's a 3400 r. p. m.'r, great on the hill, smooth in traffic, full of spunk any time any day.

She's just like her 1916 predecessor. Neither you nor I could tell the difference. And you're dead sure when you buy her because her record is as clear-cut as a cameo—1,000,000 miles of use with a service record of 99.21 percent perfect.

Both cars are ready. If you haven't seen them you've missed a day's treat. Better than going to the art gallery.

L. H. ROSE, President

L. H. Rose-Chalmers Co.

San Francisco, 1230-1236 Van Ness Ave.

A. S. Chisholm Co., 2130 Broadway, Oakland, Phone Oak. 976

MAXWELL AUTO PRICE LOWER FOR 1917

Great Factory Speeds
Output to Double Its
Present Capacity

Increased Production Is
Cause of Lower Price
Possibility

Announcing a price reduction which brings its car in the "below \$600" class, and further defying the metal markets by declaring for a production of 125,000 cars during the 1917 selling season, the Maxwell Motor Company, Inc., of Detroit today started the automobile selling and buying world by its daring. One by one various motor car manufacturers have advised the public that owing to war prices of raw material the cost of their product to the public has been advanced. The Maxwell company is the first leading concern to turn toward a lower cost, at the same time assuring all concerned that no loss of the standard of production will be made. Probably as startling as the announcement in price is that of a production of 125,000 machines, all of a single chassis type for the twelve months starting July first. Three years ago, when the first of the Maxwell "25" models made its appearance, the output was comparatively limited. In the 1915 season nearly 35,000 machines were turned out; in 1916 the number had jumped to 65,000. Now, in the face of "war" conditions, last year's output must be made three times as large to meet the huge demand for the popular car.

"The unprecedented growth of Maxwell popularity has been due in a very material measure to the policy of concentration," said T. J. Toner, head of Maxwell affairs on the Pacific Coast, in announcing to Max Glessner, manager of the Oakland interests of Cuyler Lee Maxwell dealer, the 1917 plans of the big concern.

"Mr. Flanders and his associates started out with the idea of developing a single car. The 1914, 1915 and 1916 cars were put into the hands of the users themselves to prove up by actual use. Gradually, what few changes in chassis construction were needed were made, until by the end of the 1916 season the car was turning out had thoroughly established itself. There was no need for radical change, for the hands of more than 100,000 users the Maxwell had demonstrated it was as near perfection as possible. Now, save for a few minor changes from time to time, the model will remain identically the same for the next three years, at least.

"By sticking to the single model we eliminate many features which have in the past proved distasteful to motor car buyers. When the change in model was made at the beginning of a season the concern making this change admits to the public that its previous issue of cars was lacking in something; that it was not as good as the present line. Depreciation and drop in second-hand values is considerable within an hour of the time a model change announcement is made. Maxwell owners are protected from this, for we are giving a most earnest assurance that the present Maxwell is absolutely the best we can build. It will take something absolutely revolutionary in automobile designing and motor principles to bring us to a change.

Advices from Detroit and Newcastle plants of the Maxwell company indicate that every preparation has been made to produce the 125,000 cars called for by the sales department. In turning out but a single chassis the company has been able to concentrate to the scientific limit. Its plans are so wonderfully equipped that production can be jumped from 400 to 650 cars a day on less than 24 hours notice, the only thing necessary to bring about the increase being in an ability to secure extra workmen and mechanics.

"Bringing the Maxwell touring car into the class below \$600, and reducing the prices of other body types correspondingly, is bound to force us to the limit to supply the demand," states Max Glessner of the local branch. "We have contracted for our quota of machines, but should a shortage of freight cars, or other unusual situation, such as has developed in the past, tie us up for a short time, we will have to disappoint many prospective owners of Maxwells. However, we expect to keep things moving, for the factory is able to make deliveries as fast as transportation facilities will allow, and by the end of the 1917 selling season we bid fair to lead the entire list of standard built automobiles in the number of sales made."

MILEAGE MARKS PROVE ECONOMY

Aside from the gratification of keeping in personal touch with owners, the campaign now being conducted by the Haynes Motor Sales Company to keep an accurate record of the mileage obtained by users of Haynes cars has enabled the mechanical experts of the company to correct minor difficulties in carburetion, which, in a few cases, were keeping the mileage record of Haynes owners low. The Haynes should travel from sixteen to eighteen miles on the gallon of gasoline, and most of the owners have reported eighteen miles or better. One or two, however, had not been getting this mileage, due to faulty adjustment of the carburetor. When this was corrected the fuel consumption decreased at once. The reports which have been received from owners have been exceedingly gratifying to Philip S. Cole, as they have all been the testimony of well pleased owners. In speaking of carburetor adjustment, Cole said:

"To assure the best results in fuel consumption, the driver should be certain that the carburetor is properly adjusted. This can be done best by an expert in carburetor matters. If the mixture is too heavy it will use too much gasoline, and will cause loss of power. If too light, it also will cause loss of power and speed."

Inquiries last week showed a gasoline average of more than 17.5 miles to the gallon, and a tire average of more than 5000 miles.

Couple Take Long Overdue Honeymoon

When Mr. and Mrs. Robert P. Brady, of Mobile, Ala., were married twenty years ago, circumstances were such that they were unable to take the customary honeymoon. Since then, however, Brady has arranged a day's vacation, and upon returning several weeks ago he and his wife climbed into their Jeffery car, bade good-bye to their nine children, and started on a long honeymoon tour. The related honeymooners arrived in Birmingham yesterday after having visited Montgomery, Birmingham, Nashville, Louisville, Indianapolis and Chicago.

Kissel Kar Party on Fishing Trip in the Sierras



KISSELKAR AND PARTY AT THE PINES, WHERE THE BASS FISHING IS GOOD. PHOTOS SHOW CAR AT THE WAWONA HOTEL, AND ALSO MISS DAISY HABRANK AND MRS. W. A. SMITH OF OAKLAND WITH A NICE CATCH OF BLACK BASS.

During the past week it has been just one fish story after another that has been the daily lot of the Automobile Editor of THE TRIBUNE as party after party of motorists have returned from scouting trips through the Sierras and hundreds of other parties are starting out for their annual outing, and in getting road and other information from this Department, never fail to at least tell us about some fish story, either real or fancied, before departing for the mountains, where they will have to do some real fishing to live up to the reputation as fishermen that they think they have established by the stories they have tried to put across with us.

Chief among the most interesting

stories of the week—that is, among the most interesting of the real stories—no, not that—chief among the most interesting stories that were real—was brought to Oakland by a party consisting of Mr. and Mrs. W. A. Smith and C. L. Habrank and sister, Miss Daisy Habrank, who returned from a motor tour and fishing expedition to The Pines in Madera County.

It was a case of the limit of real big black bass every time the party went out in the lakes, and likewise it was a case of the limit every time they went out on the streams for the elusive trout.

Photos were submitted to THE TRIBUNE to back up the claims as to limit catches during the two weeks that the local parties were away on the trip.

Chevrolet Factory to Start Work Soon

R. C. Durant, vice-president of the Chevrolet Motor Company of California, has motored to Lake Tahoe for the holidays, where he will remain until next Wednesday, when he will meet Norman De Vaux at Truckee, when he returns from the factory.

Durant has received word from De Vaux that between the 1st and 15th of July 600 Chevrolets will be received from

the factory.

Upon Durant and De Vaux's arrival in San Francisco these cars will be allotted to the dealers to fill standing orders.

On the 15th of the month Superintendent Scott, with his factory force, will leave the east for the coast. This force, which constitutes merely the heads of the departments, expect to arrive at the new factory in Oakland just at the time of its completion so there will be no delay in the installation of the machinery and the beginning to the assembling of Chevrolet cars on the Pacific Coast.

Cole 8 Car Makes Hit in Yosemite



J. LEE RICHARDS OF SAN FRANCISCO WITH HIS COLE EIGHT CAR AND PARTY IN FRONT OF CAMP CURRY IN YOSEMITE VALLEY.

No car that has entered the Yosemite Valley this season has attracted so much attention as the 1917 model Northway-Cole 8, according to J. Lee Richards, buyer for Hale Bros., who has just returned to San Francisco after a run to the park. Richards says that fifteen admiring tourists took pictures of his Cole last Sunday, and all the pretty girls in the valley wanted to go out riding with him. The picture above shows that he did not turn them all down.

"I believe I can drive from San Francisco to the park on high," said Richards

yesterday. "On that last trip I never dropped into low gear except in starting. The intermediate pulled every grade like coasting down hill—when I came down from high and gave it a chance."

"The engine refused to boil under any condition," says Richards, "and the hood was not raised at any time."

Richards drove into the valley by way of Madera and Wawona, and made his headquarters at Camp Curry, where he found seventy-five cars parked in the free baggage. With Richards was A. F. Imbrie of the Carson Glove Co.

THE steadily growing list of Goodyear Cord users includes in addition to the manufacturers who regularly equip their cars with these tires—the owners of practically every car built.

What makes so many motorists glad to pay the higher first cost of Goodyear Cords?

Greater goodness, of course, and greater comfort; less power lost, and more mileage gained; and a new-found freedom from stone-bruise and blowout.

Goodyear No-Hook Cord Tires are made strong, safe and sturdy by these unique advantages:

Jars and jolts are combated by great oversize and the simplicity of Goodyear Cord construction.

They are easy to put on and take off because they do not rust fast to the rim.

Blowouts are lessened by our No-Rim-Cut feature.

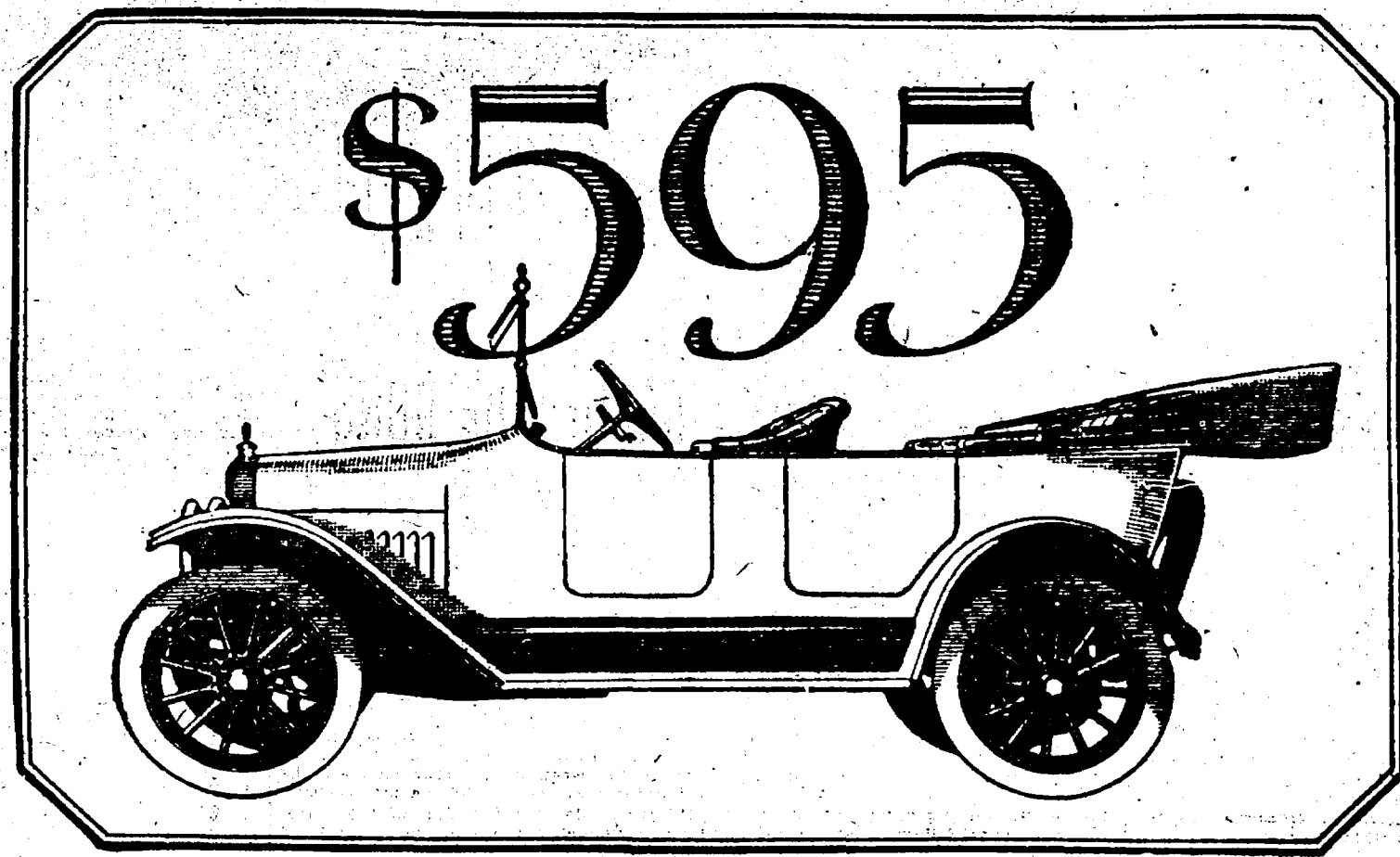
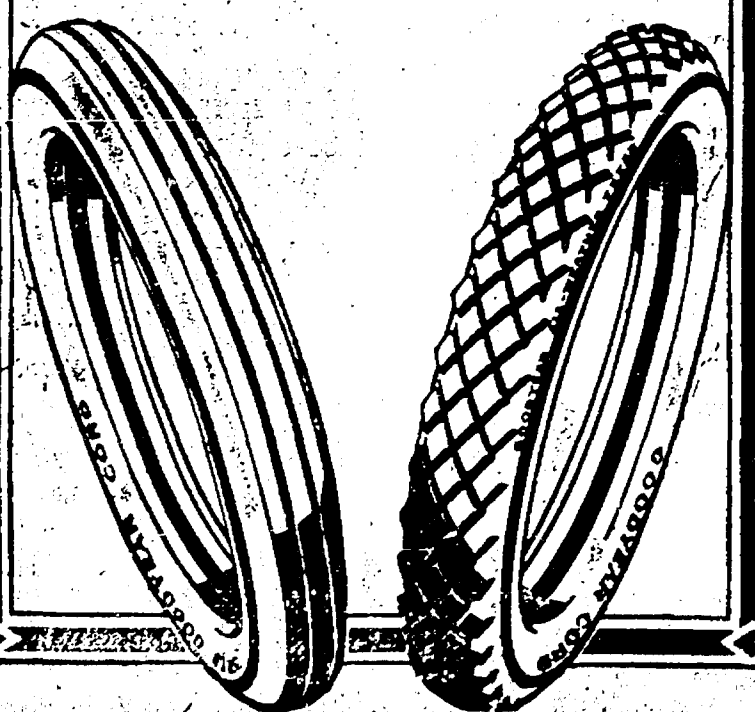
Punctures and skidding are reduced by our double-thick All-Weather Tread.

Loose Treads are diminished by our On-Air Cure.

Blowing off the rim is prevented by our Braided Plano Wire Base.

GOODYEAR
CORD
TIRES

Goodyear Tires, Heavy Tourist Tubes and "Fire Saver" Accessories are easy to get from Goodyear Service Station Dealers everywhere.



Maxwell

THE SAME CAR FOR LESS MONEY

BEAR in mind that the Maxwell car has not been changed.

It is standardized. It will not be changed except in minor respects—where we see opportunities from time to time to make refinements and additional improvements.

The new price of \$595 is only made possible by our greatly increased production and the fact that we specialize in only one automobile.

Every Maxwell car is identically the same as every other Maxwell car.

Last year the Maxwell car represented a big value. Many thousands of satisfied Maxwell owners are the evidence of that.

But this year—at the reduced price of \$595—the Maxwell stands out as the one big automobile value of all time.

Nothing like it has ever been offered for the money.

Just consider, complete electrical equipment for starting and lighting; speedometer; demountable rims; one-man top; rain-vision windshield;—and every other device for the comfort and convenience of the owner.

Every thing that the expensive cars have. And good looks, comfort and economy of operation—that some of the others haven't.

There has been a nation-wide demand for Maxwell cars at the former price; there will be an overwhelming demand for these cars at the new price of \$595.

And this proves that the American public has admitted and verified our unqualified claim that the

Maxwell Motor Car is the Big, Outstanding Motor Car Value in the Country Today.

WHAT THE MAXWELL PRICE INCLUDES

Long-stroke, high speed, four-cylinder motor; 4 to 50 m. p. h. on high gear; 30 to 25 miles to the gallon of gasoline (average).
Irreversible steering gear; automatic motor lubrication by splash and pump; 500 to 1,000 miles per gallon of oil.
Thermo-syphon cooling.
A running-in oil clutch, so smooth as to make the driving of a novice as free from gear-clanking and from sudden jerks as that of a seasoned driver.
Tall, narrow, racing type Maxwell-made radiator.
Maxwell-made axle—1-beam front and semi-floating rear; highest quality heat-treated alloy steel.
Gasoline tank in cowl; short, accessible gas line to carburetor.
Maxwell-made stream-line body; well finished in every detail. Deep, comfortable upholstery.
30 x 2½ tires all around, non-skid on rear; average life 8,000 to 10,000 miles. Demountable rims.
The carrier at rear, with extra rim.
Substantial, Maxwell-made crowded fenders and lineament-covered running boards.
Electric starter, electric lights, electric horn.
High-tension Magneto, an independent source of ignition.
One-man top with quick-adjustable curtains—storm proof.
Rain-valve, adjustable, ventilating windshield.
High grade speedometer.
The Maxwell Touring Car is a full five-passenger car. Every Maxwell model seats comfortably the number of passengers which it is rated to carry.
Compare these Maxwell features with those of cars selling at higher prices.

This announcement will be read by hundreds of automobile dealers as well as prospective retail buyers. To those dealers who wish to know if there is any open territory, we will say that Maxwell sales contracts for 1916-17 are being signed now by our traveling salesmen. There will be some changes—particularly in the allotment of territory. Therefore, interested dealers, wherever located, should write us now.

Maxwell
Motor Company · Detroit, Mich.

NON-STOP TEST MADE BY SAXON

Average of Close to 19 Miles
Made on Each Gallon
of Gas.

Running under adverse conditions, a Saxon Six motor car of the Peacock Auto. Company yesterday made a special economy non-stop run of 300 miles, making an average of eighteen and three-fourths miles to each gallon of gasoline used. Sixteen gallons of gasoline were consumed in the run, which began at 9:30 o'clock yesterday morning and ended shortly after 8 o'clock last evening.

N. Robinson and R. Sangster were the drivers of the car. Trouble was encountered when the Pullen grade was reached. Here the speedometer broke, and many minutes were consumed in its repair. Under the rules of the run, the engine could not be stopped during this time. Another waste of time occurred at Paradise Cut, where a road roller blocked the highway. Another road was taken to Modesto, and from there to Merced. An eight-mile sandy stretch proved another bad feature of the trip, which had its southern terminus at a point thirteen miles south of Merced. Stiff winds were encountered on the return trip through the San Joaquin Valley. At no time did the car suffer from engine trouble.

IS COUNTRY-WIDE.
The Saxon Six dealers of the entire country made these non-stop runs yesterday. The object of the contest was to obtain a record of the average possibility of Saxon economy. More than 2,000 cars were in the test. The combined runs of all entries was equal to twenty-four circuits of the globe. A trophy is to be awarded the winner of the run. The winning car will not be determined until next Wednesday.

George Peacock of the Peacock Auto Company, local dealers in the Saxon Six, said last evening:

"The factory has for a long time appreciated the fact that the Saxon Six is an economy car and while we could only talk and tell of our own personal experiences there was absolutely nothing definite and it is for the purpose of being able to make a definite statement of the Saxon Six ability that this contest has been planned."

"It was an expert result, but as the conditions of the car and roads are the same it will be possible for any owner in any locality to duplicate the result gained where he lives."

"It has always been the policy of the Saxon factory to align up to the truth, hence the necessity and reason for this contest."

Salt Lake to Los Angeles Run Made

With the speedometer registering 930 miles, and the car covered with dust, Albert Boyd and Harold Brand arrived in Los Angeles Wednesday afternoon from Salt Lake City in their Jackson "light eight" roadster. The trip from Salt Lake City was made by the old Mormon trail, in four days.

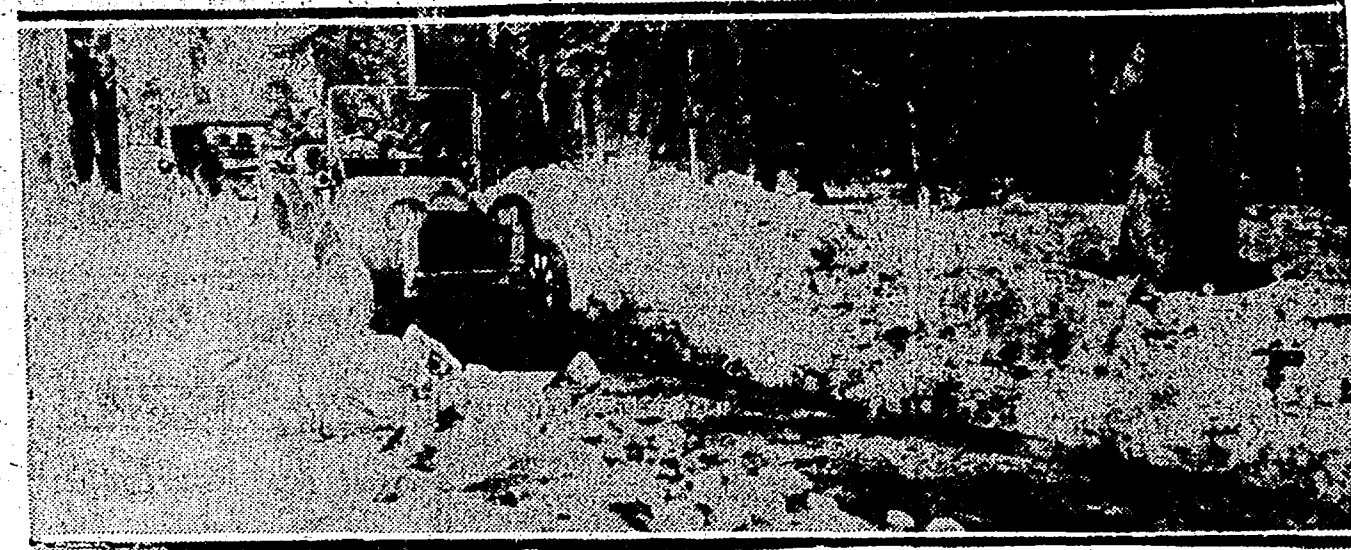
There were many stretches, where a high average speed could be maintained, and on these the pair made up for time lost in searching for the road where it was completely gone, in crossing washes and stream beds which had washed away the route, and in plowing through sand.

It was over this route that the Mormons made their way into California in the early sixties, and it still carries the name of "Mormon Trail." In many

2000 Motor Cars Compete in Economy Test



THE SAXON SIX FROM THE OAKLAND HOUSE OF THE PEACOCK AUTO COMPANY THAT PARTICIPATED YESTERDAY IN THE NATIONAL 300-MILE ECONOMY RUN. DARROW SANGSTER AND SID ROBERTSON, THE TWO OAKLAND BOYS THAT DROVE THE SAXON.



PIERCE ARROW CAR OF THE HORSESHOE LINE OPENING THE GLACIER POINT ROAD, YOSEMITE VALLEY. THE PILOT CAR LEFT CAMP CURRY AT 7 A. M. AND ARRIVED AT THE POINT AT 10:30 A. M.

APPOINTED MANAGER.

G. J. Bates, for the past ten years prominently identified with the tire business, relinquishes an important position with the Firestone Tire and Rubber Company, to become commercial manager for the King Motor Car Company. This appointment marks a further advance in the growth of the King Company, which has been watched with interest, due to the rapid progress made by the manufacturer of the popular priced eight-cylinder motor car.

places the old road used by the Mormons has been washed away and new routes have been constructed over more easily passable ground. But in many places, especially in Utah, the road remains the same.

Prosperous mining camps are scattered along the route, followed, and some not so prosperous.

Boyd and Brand will return to their homes by way of the valley route, Sacramento, and over the mountains by the Lincoln Highway.

RAPID-FIRE GUNS ON MOTOR TRUCKS

Villa is not going to have any easy picking if he tries to cut the line of communication of the American army or to capture any of the numerous motor truck trains. Successful experiments have just been concluded at Columbus, N. M., in equipping a number of Jeffery Quads with machine guns. The quick Quads are mounted on swivels on the vertical steel dashboard of the truck so as to sweep on all four sides of the machine and also up in the air. Everything outside of a few feet of the truck, within range of the gun, can be riddled with a hail of steel-nosed bullets.

The Jeffery Quads were the first trucks chosen for the rapid fire guns because they are not confined to the roads. On account of their four wheel

drive and steer, the Quads can run over the trailless prairie and the Mexican deserts, through hub deep mud and sand and over grades too steep for ordinary rear drive trucks. Possibly the other trucks will be so equipped later. The Mexicans are assured of a hot time and a hotter chase if they try to monkey with Uncle Sam's supply vehicles.

WESTCOTT FACTORY CARES FOR WORKER

Spirit of Co-operation Means
Better Efficiency in
Organization.

Officials of the Westcott Motor Car Company have obtained the co-operation of commercial organizations and real estate men of Springfield, Ohio, in obtaining houses for the Westcott Company employees when the motor car factory is moved from Richmond, Ind., to Springfield this summer. "In this manner it is expected to relieve the employees of most of the worry of finding suitable homes and enable them to work steadily in the Richmond factory right up to the day when they change their places of abode to Springfield."

This is in line with the Westcott Company's policy of looking after the welfare both of its factory force and dealers. Encouragement has been given to the forming of social and athletic organizations among the employees. Substantial financial assistance also has been given toward the maintaining of athletic teams. A bowling league was organized at the factory last winter. Indoor baseball preceded the regular season of outdoor baseball. The Westcott baseball team is one of the most completely equipped amateur teams in the country—and they are good baseball players along with it.

This spirit of fellowship and mutual assistance, between office and factory force has resulted in an esprit de corps that is not usual in large manufacturing concerns. A marked improvement in workmanship has been the result, says Ray Kiel of the Kiel & Evans Company of Oakland, Westcott Six distributors for California.

CYCLE AIDS POLICE.

A police riot bus drawn by an Indian motorcycle of the most powerful type has been ordered by the police department of Asheville, N. C. Two policemen can be carried on the bench-type seat which is built on the sidecar, besides the driver.

The Studebaker factory was selected from among Detroit's automobile plants by the Case Scientific School of Cleveland on the occasion of the annual spring trip among leading industrial institutions. Thirty-five senior mechanical students made the trip of inspection this week.

Cheyenne, Douglas and Casper, Wyo., are co-operating in getting the Yellowstone highway in good condition all of the distance into the park. The highway runs from Cheyenne, Wyo., to Cody, Wyo., and the scenery along the last part of the course is as wonderful as the park views.

Will Take Gasoline From Natural Gas

The latest entrant into the field to manufacture gasoline is the Manufacturers' Gas Company, having large gas fields in Elk County, Pennsylvania, which supplies gas for a large portion of northern Pennsylvania and western New York. The Manufacturers' Gas Company has a daily flow of approximately 10,000,000

cubic feet of gas. From this the gasoline will be extracted. Tests have shown that 1½ 'pints of gasoline can be manufactured from every 1000 cubic feet of gas. The general process, except for the utilization of the gas under high pressure, is identical with the process of absorbing benzol and tulol vapors from coke-oven gases. The gas is not wasted to any extent for heating purposes. Tests have shown that through the process of extraction from 4 to 8 feet of

Mercer 22-72

America's most beautiful car. The unsurpassed beauty and refinement of Mercer cars known the world over. Holder of the world's road race record.

We believe in four-cylinder, long-stroke L-head motors exclusively.

Models of both makes now on display at our salesroom.

E. H. CHRISTENSON

DOWNTOWN GARAGE

Phone Oakland 3421

Case 4-40 Passenger

Sold on a written guarantee to make over twenty miles to the gallon of gasoline and over 1000 miles to the gallon of lubricating oil.

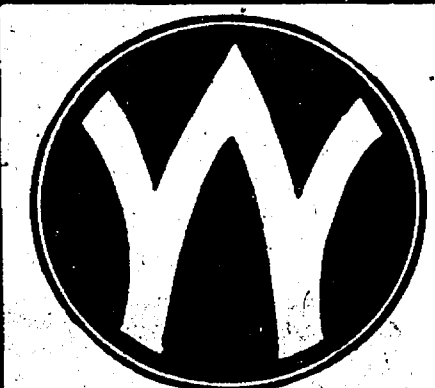
We believe in four-cylinder, long-stroke L-head motors exclusively.

Models of both makes now on display at our salesroom.

E. H. CHRISTENSON

DOWNTOWN GARAGE

Phone Oakland 3421



Westcott

Our Leader

We are manufacturers and importers of Automobiles of standard makes, of superior quality, power and advanced design at prices you like to pay.

Kiel & Evans Co.

1450 Harrison St., Oakland.

Remove the "Tire-Tax" on —Gasolene

EVERY time the Gasolene Tank, on your Car, is filled up—think of this:—
If the Tank holds, say, 20 Gallons, and the price is 30 cents per Gallon, reflect that FIVE of these Gallons are consumed, not by the MOTOR, but by your FABRIC TIRES.
Of the \$6.00 you pay for 20 Gallons, 25%—(or \$1.50)—is practically poured over your TIRES, instead of into your Tank.—WASTED!

These Five Gallons of Gasolene constitute a sort of "TAX," levied by Circumstance, against the Man who does not live up to his Opportunities,—who fails to investigate Silvertown Cord Tire records.

If he did investigate these Records,—and Test out Results for himself,—he could verify the following Facts, and PROFIT by them:—

TRADE MARK

SILVERTOWN Cord Tires have only TWO Layers.

These Two Layers are of giant CORDS, instead of the 5 to 7 Layers of Cotton Cloth in Fabric Tires, or of Cotton Threads in other (so-called) "Cord" Tires.

TWO Layers of Cords BEND 4 times, to 6 times, more FLEXIBLY, than 5 to 7 Layers of Fabric or Thread rubber-cemented together into a stiff, unyielding "Muscle-bound" Carcass.

This wonderful "Flexibility" is what gives such wonderful RESILIENCE,—and such slight Traction-Wave-resistance to Motor-power,—that Silvertown Cord Tires are, through it, enabled to do this:—

- Coast down-hill 30% further and faster.
- Travel 25% further on each Gallon of Gas.
- Add 17% more Speed, to same Motor.
- Ride with 50% less Vibration.
- Be 70% LESS liable to Stone-bruise, Puncture, or Blow-out.

SILVERTOWNS are the easiest of all Tires to permanently Repair,—the most Luxurious to ride upon,—the most Aristocratic in appearance.

You are paying for Silvertowns NOW (without getting them),—in your GASOLENE bills!

THE B. F. GOODRICH RUBBER COMPANY
Akron, Ohio.

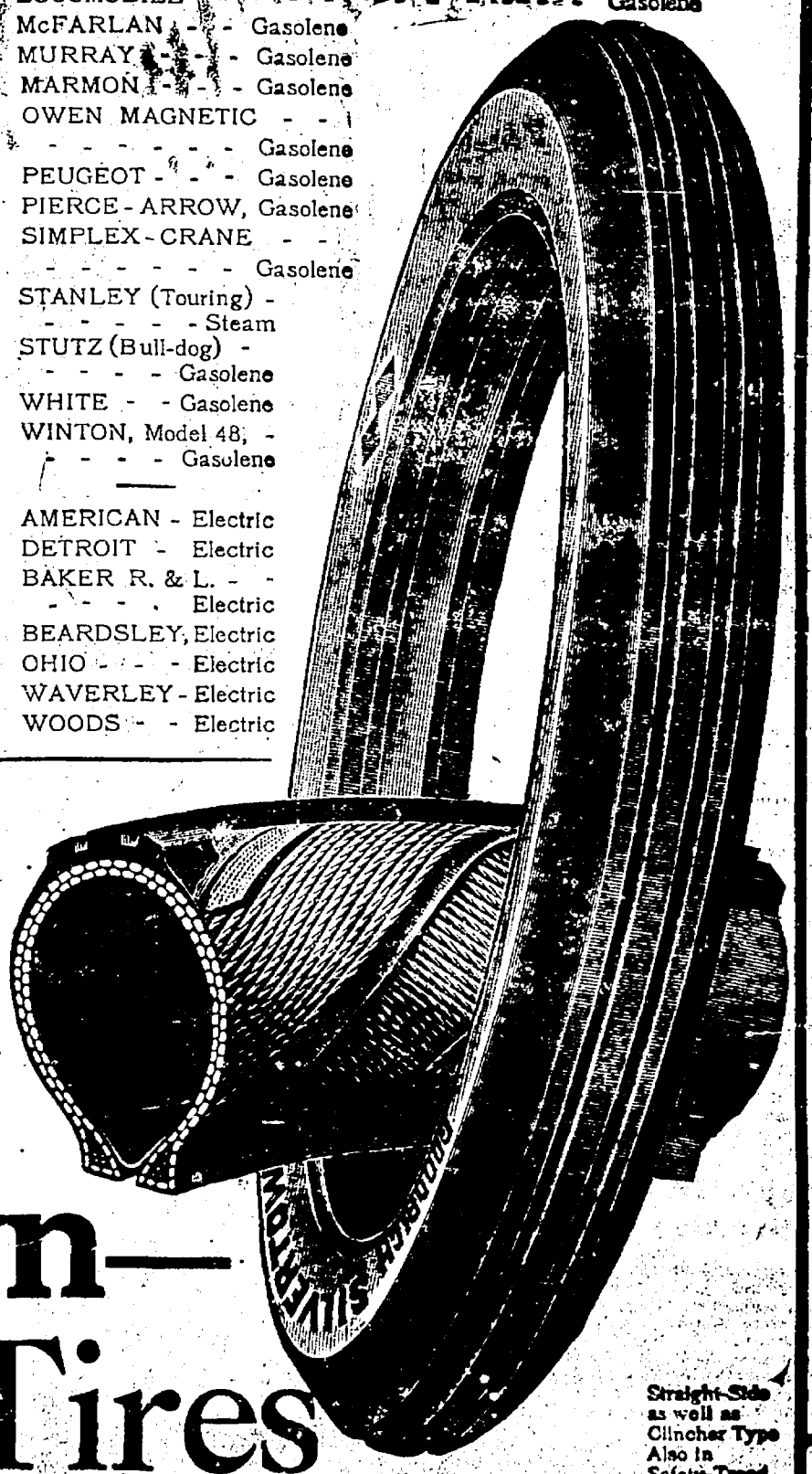
LOCAL STORES.

Twelfth and Harrison Streets, Oakland.
Fremont and Mission Streets, San Francisco.
600 Van Ness Avenue, San Francisco.

Silvertown— GOODRICH Cord Tires

Standard equipment on following Cars:

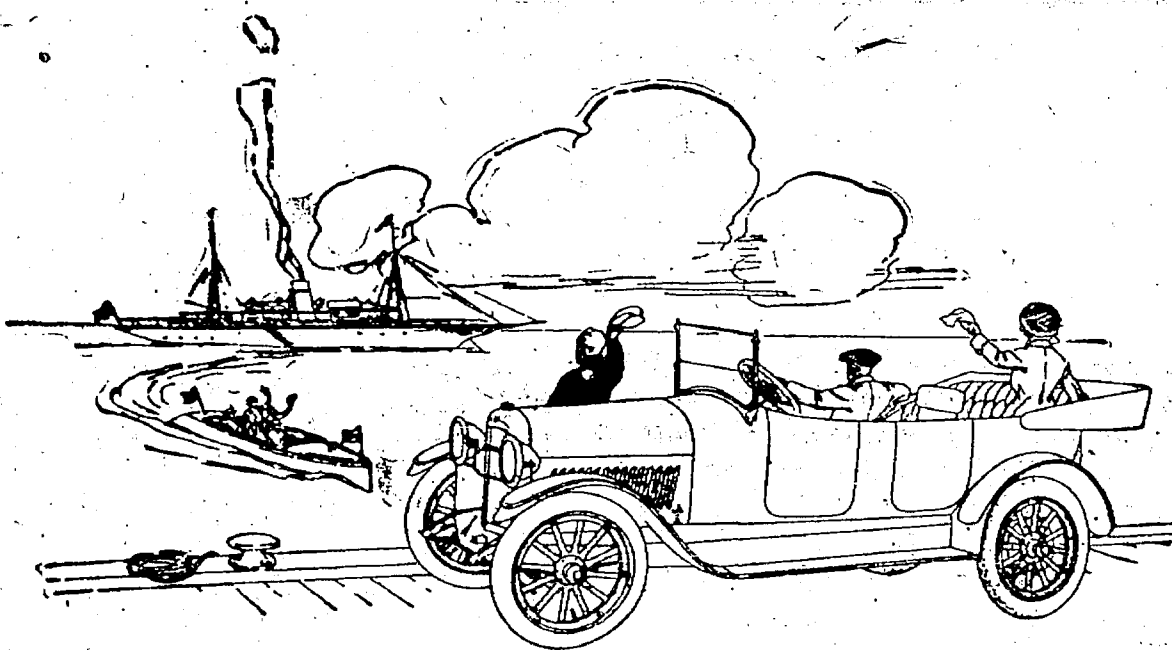
CUNNINGHAM	Gasolene
FRANKLIN	Gasolene
LOCOMOBILE	Gasolene
McFARLAN	Gasolene
MURRAY	Gasolene
MARMON	Gasolene
OWEN MAGNETIC	Gasolene
PEUGEOT	Gasolene
PIERCE-ARROW	Gasolene
SIMPLEX-CRANE	Gasolene
STANLEY (Touring)	Steam
STUTZ (Bull-dog)	Gasolene
WHITE	Gasolene
WINTON, Model 48	Gasolene
AMERICAN	Electric
DETROIT	Electric
BAKER R. & L.	Electric
BEARDSLEY	Electric
OHIO	Electric
WAVERLEY	Electric
WOODS	Electric



Straight Side
as well as
Climber Type
Also in
Safety-Tread

PAIGE

The Standard of Value and Quality



THE Paige Fairfield "Six-46" makes an instantaneous appeal to people of refinement and good taste.

In beauty of line and design, this model compares favorably with the product of any foreign maker. It is a refreshingly distinctive car—a "smart" car from radiator to tire carrier.

And, from the standpoint of mechanical excellence, the Paige "Six-46" represents the last word in automobile engineering.

Paige-Detroit Motor Car Company
Detroit, Michigan

Paige Motor Company

2750 Broadway, Corner 28th Street, Oakland, Calif.

Distributors for Alameda and Contra Costa Counties.

Easy Terms if Desired.

Lakeside 4791

Fleetwood "Six-38"
5-passenger
\$1180
f. o. b. Oakland

Fairfield "Six-46"
7-passenger
\$1425
f. o. b. Oakland

Oakland

DEMAND FOR CARS SHOWS NO LET UP

Studebaker Convention Shows Year of Unprecedented Prosperity

That the present unprecedented demand for automobiles will continue throughout the year instead of showing the customary slack during the summer and late fall months, was the message brought by Studebaker branch managers who attended the semi-annual branch managers' convention of the Studebaker corporation just ended in Detroit. The predictions made by the branch managers were based on a study of conditions in their territories. Heads of branches in all parts of the country were present at the sessions during the week, as were also the assistant branch managers, district managers and retail sales managers. Orders now on hand, the nation's prosperity, and the fast swelling ranks of people who recognize the motor car as a utility and, in many cases, a necessity rather than an expensive luxury—these were given as the chief reasons for the prospect of a continuing demand of even larger proportion than ever before known. This Studebaker convention was an interesting departure from the usual clove of its type. It was just a gathering to discuss ways and means of disposing of cars. President A. H. Drake in his address of welcome to the visiting delegation said: "Never before in the history of our business has a branch managers' convention been held under happier or more promising circumstances."

According to J. G. Heaslet, vice-president in charge of engineering and production, factory additions and enlargements of facilities will soon make possible a normal output of 8000 Studebaker cars a month, and a forced output of 10,000. July 1, despite the materials situation, it was announced, will show shipments for the preceding twelve months of more than 65,000 cars, which is approximately double the best previous year.

L. J. Oiler, vice-president and director of sales, presided over the various sessions at the convention, announced that the Studebaker dealer organization has grown in two years from 2000 to 6500.

The opening day was occupied with group conferences with the sales officials, followed by tours through several of the plants, where an opportunity was afforded to see the additions that have been made since the last convention in December.

In addition to Messrs. Erskine, Oiler and Heaslet, talks were made by C. C. Hinch, treasurer; C. D. Fleming, assistant treasurer; H. E. Dalton, general auditor; R. T. Hodgkins, general sales manager; G. L. Willman and W. T. Bush, assistant general sales managers; H. T. Myers, commercial car sales manager; H. A. Biggs, advertising counsel; Max Hagelstine, service manager; C. L. Hemphill, secretary of the Chamber of Investment Trust Company of New York; and Walter Robbins, vice-president of the Wagner Electric Company of St. Louis.

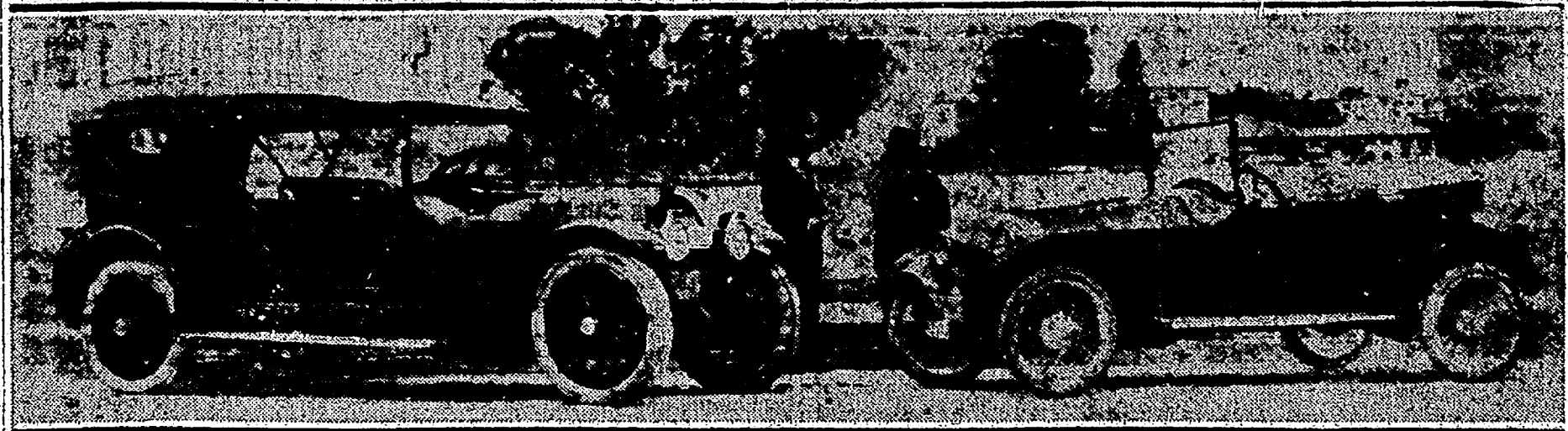
Branch managers in attendance at the convention were: L. S. Weeks, Atlanta; G. N. Jordan, Boston; A. H. Pearsall, Chicago; J. O. Hahn, Cleveland; L. B. Alford, Dallas; E. W. Gans, Indianapolis; W. S. Williams, Kansas City; T. D. Maxwell, Los Angeles; J. A. Graham, Minneapolis; F. R. Bump, New York City; L. A. Keller, Omaha; Henri Neubauer, Philadelphia; A. H. Brown, Portland, Ore.; D. W. Taylor, Salt Lake City; C. J. Simons, St. Louis; E. R. Carpenter, San Francisco; R. H. Williams, Detroit; J. B. Renshaw, South Bend; J. A. Haskell, Des Moines; and T. Gray, Coburn, Norfolk, Va.

Bishop to Los Angeles Auto Record Lowered

Driving a National Highway six-cylinder roadster, four passengers from Bishop, Cal., to Los Angeles in ten hours and twenty-one minutes, Lewis Jackson is said to have established an unofficial record for this run of 311 miles. According to Jackson, he had as passengers Miss Grace Cunard and Francis Ford, prominent in motion picture circles, and Jack Baker. The National roadster belongs to Miss Cunard and she uses it extensively in "location" work.

The route to this city from Bishop took the car over the Lone Pine, Little Lake, Mojave desert road to Saugus and over the boulevard into the Gower street studio. The run is said to have bettered the best previous time by one hour and 20 minutes.

Quality Cars Meet and Greet Like Cars of Quality Should



R. M. MILLER OF THE LOCOMOBILE STAFF AND MANAGER C. A. PENFIELD OF THE JOHN F. McLAIN COMPANY, WITH THE NEW LOCOMOBILE MODEL AND SCRIPPS-BOOTH MODELS, TALKING OVER THE SUPERIOR POINTS IN THE CONSTRUCTION OF THEIR RESPECTIVE CARS.

Oakland Girl Drives Car From Los Angeles to Oakland

MISS LILLIAN DEPPE OF OAKLAND, WHO DROVE HER NEW CASE CAR FROM LOS ANGELES TO THIS CITY IN REMARKABLY FAST TIME.



PAIGE PRODUCING ENCLOSED BODIES

Progress Made on New Models of Exclusive Character, Is Report.

Although these are the days when the motor car owners are thinking only of pleasant touring under summer skies, the Paige-Detroit Motor Car Company, anticipating the cold and stormy days that are to come next fall and winter, has already got its production of enclosed cars and winter tops well under way. Special efforts have been made to safeguard the promptness and timeliness of production, as well as the exclusive character of this feature of the Paige line.

With these ends in view Andrew Bachle, chief engineer of the Paige, has gone east to spend several weeks in the factories, where automobile bodies of the highest quality and most exclusive design are manufactured and where the Paige line of enclosed bodies are now being made. Mr. Bachle will inspect the work now being done and otherwise assist in bringing to completion and perfection what Paige executives declare will be the most distinctive and exclusive line of enclosed bodies that has ever been built on a Paige chassis.

Those who have been privileged to view these new models, which will soon be ready for Paige dealers, declare that they will prove something of a revelation in their unique character, their quality of workmanship and their general atmosphere of high-bred elegance.

Cadillac Conquers Mountain Highways

One of the most severe tests of any motor car is its performance in the mountains. In this day there are few cars that will not make the grades of our mountain roads, but there are many that put up quite a fuss in doing it. California's finest touring is found over mountain roads, and the California motorist is naturally interested in the mountain highways as tests for motor car stamens.

The eight-cylinder Cadillac has proven one of the most successful motor cars in the mountains that ever was built. In the Yosemite, at Lake Tahoe, in Big Bear Valley, at Forest Home, at Devil's Wild, at the mountains of northern California, the Cadillac has been found in force this season and has amazed the veterans of the mountains who have watched the motor cars come and go.

David A. Curry, stentor of the Yosemite, writes that more Cadillacs than any other make of car costing more than \$500 have visited the Yosemite, and that the Cadillac has not yet bolted on the severe grades of the mountain roads.

There are few cars that do not bolt in the supreme test of a motor car's cooling ability, and the fact that every eight-cylinder Cadillac has made the trip without boiling is indicative of the mountain qualities of the car.

Up at Big Bear Valley the men who have been in the mountains several seasons have been amazed with the performance of this Cadillac. Few indeed are the cars that can climb the switchbacks from Waterman Canyon to the crest road without boiling. There are several water troughs along the route, and practically all cars visit one or the other of them. But they are strangers to the Cadillac, as are the other troughs along the line.

Damocles saw the sword suspended by a hair.

"Quite safe," he declared. "Now show me a sword suspended by baldness."—Baltimore Sun.

Studebaker Climbs "Giant's Despair"

A new chapter in automobile hill climbing feats was written when a Studebaker Six climbed the famous Giant's Despair mountain, near Wilkes-Barre, Pa., recently, and made the entire ascent in high gear.

Giant's Despair is known as one of the steepest mountains upon which a road-

runs, and has long furnished a test for any car endeavoring to climb it, even in low gear. Some cars have gone to the summit in intermediate gear, and others have endeavored without success to make the grade "in high."

The climb by the Studebaker Six was arranged following a discussion of power and hill climbing ability, and was witnessed by a party of newspaper men who were named to officiate as observers. The car wormed its way up the long, twisting grade, apparently without effort. During the several supreme tests on the trip, there was always enough reserve power so that it never became necessary to shift the gear shift levers out of high speed.

RAY ELLIOTT NOW CHALMERS DEALER

Motor Car Expert Joins Rose Organization as Sales Manager.

Of particular interest in automobile circles this week is the announcement that Ray Elliott has resigned as sales-



RAY ELLIOTT, NOW SALES MANAGER FOR THE L. H. ROSE CHALMERS ORGANIZATION IN SAN FRANCISCO.

manager for Don Lee to accept a similar position with the L. H. Rose-Chalmers Co.

Elliott is one of the best-known men in the automobile business in Northern California, and will be a strong addition to the rapidly growing Rose-Chalmers organization.

His first connection in the local field was early in 1910 with the Haynes Auto Sales Co. and shortly after he established and managed their branch in Oakland where he was very popular and successful. He left the Haynes Co. in 1912 to join Don Lee in San Francisco.

In speaking of his change Elliott said: "I believe that the opportunities are unlimited in the medium price automobile field, and from what I have learned of

SKILLED DRIVERS ENTER FOR CLASSIC

Pike's Peak Contest Will Be World's Premier Motor Hill Climb.

When some of the foremost eastern kings of speed wend their way westward to Pike's Peak, Colorado, for the big hill climbing contest up the famous mountain on August 10-11-12, they will find themselves confronted by an array of considerable class in the way of western pilots who know something of mountain driving. These boys who learned to drive motor cars but a short time after they learned to straddle a pony have acquired a skill in negotiating mountain grades and turns that will match the ability of the men who have become famous on speedways in the East as well as California talent.

For instance, announcement has been made that C. C. Morgan of Colorado Springs has entered a special Studebaker racer and Morgan is noted for his prowess in fast driving over mountain roads. H. S. Brinker, who has been driving speed machines in the Rockies since 1902 and has won many victories on road, track and mountain, will certainly give a good account of himself with his Cadillac, as will G. W. Markenhoff, entrant of the Cadillac, who drives one of them himself. There are numerous other western drivers now preparing for a strong stand against the eastern invaders and the keenest sort of competition is bound to result when the cars start on their 13-mile climb up to an altitude of more than 14,000 feet—the most remarkable and attractive automobile road in the world.

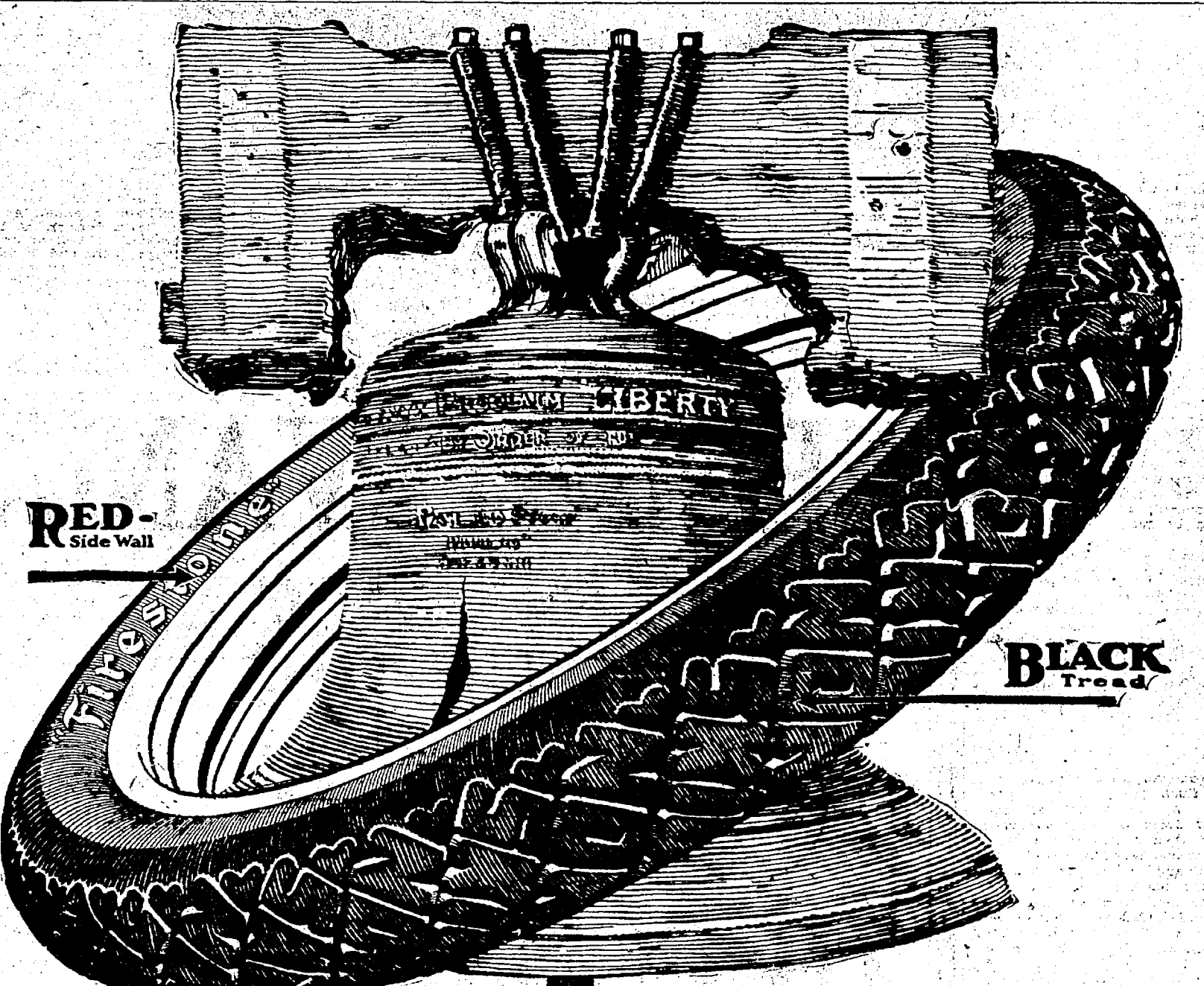
Not only the automobile drivers, but the motorcycle riders as well, are getting ready for the opening date, August 10, when the motorcycle competition will be run.

This revival of hill climbing contests is engaging the attention of the entire motor world for in all history there never was such a long-continued strenuous climbing contest planned as this one scheduled for Colorado.

Three thousand and eight motorists were arrested for speeding and violating of other traffic laws during 1915, according to statistics made public by the police department in St. Louis. This figure represents a fifth of the total number of car owners in the city.

The Chalmers Motor Co.'s new 3400 R. P. M. models and the excellent local representation makes me very enthusiastic over new connections.

The Rose-Chalmers Co. is certainly a live, progressive organization and should easily become one of the largest coast distributors. Their service policy is the most liberal I have ever known. It is practically a policy where the customer is always right, the instructions being to please the customer, and nothing within reason is left undone to do so.



Independence of Tire Trouble

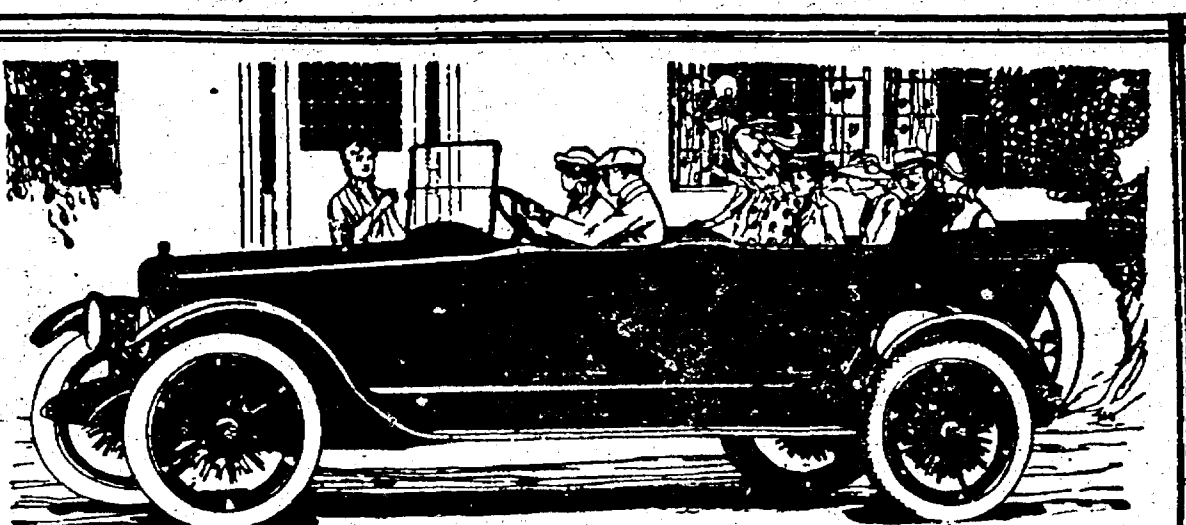
"WHEN in the course of human events"—you run into a bad stretch of road, where the going is tough, it's good to remember that your car carries Firestones. It means freedom from anxiety—"no tax" on the nerves. Also remember Firestone Truck Tires afford independence of hauling difficulties.

"No tax" worth mention for repairs because of the Firestone in-built endurance and tough,

wear-resisting tread—Most Miles per Dollar. "No tax," comparatively, for car or truck upkeep because of Firestone resiliency, which protects the machine and gives maximum road grip with traction and economy of gasoline—Most Miles per Dollar.

Firestone Tire and Rubber Company
"America's Largest Exclusive Tire and Rim Makers"
Twelfth Street, at Jackson, Oakland, Cal.
1414-16 Van Ness Avenue, San Francisco, Cal.
Home Office and Factory: Akron, Ohio
Branches and Dealers Everywhere

Firestone



CHANDLER SIX \$1295

Why Multiplied Thousands Choose the Chandler

NOTHING has been added to the price and nothing taken from the car to compensate for the higher production costs of the Chandler Six.

Before the prices asked for other cars were marked up, Chandler was the first choice of thousands of careful buyers. It is not to be wondered at, therefore, that with distinct price advantage added to distinct mechanical superiority, the Chandler is first choice today of multiplied thousands.

Chandler sales for the year 1916 are setting a new big record for high grade sixes.

In the midst of extravagant claims for new and uncertain theories, the Chandler Motor, refined and perfected through three years of development, remains free from any hint of experimentation. And Chandler bodies are the most beautiful of the year.

Seven-Passenger Touring Car - - - \$1295
Four-Passenger Roadster - - - \$1295
(U. S. R. Standard)

Come Now For YOUR Chandler.

E. L. PEACOCK AUTO CO.
3020 BROADWAY, OAKLAND. Phone Lakeside 5100.

CHANDLER MOTOR CAR COMPANY, CLEVELAND, OHIO

TEXTAN FOR SHOE SOLES IS LATEST

Goodrich Laboratories Solve
Leather Shortage Problem
for Shoe Makers.

For several years past there has been an alarming and constantly increasing shortage of leather and a threatened increase in prices of men's, women's and children's shoes. This has been especially true of the leather which is used for providing soles.

As a consequence, there has been a steady advance in the prices of shoes, and it began to look some time ago as if there might come a day when shoes would rank as a luxury to be reserved for the rich alone.

Recognizing the danger, specialists in the B. F. Goodrich laboratories set to work for the purpose of developing a material that would take the place of leather for shoe soles. Their efforts have resulted in the production of a composition that is called Textan.

Extensive tests conducted under the most exacting conditions," says C. E. Cook, coast manager of the B. F. Goodrich Rubber Company, "have brought out the fact that Textan not only takes the place of leather for soles, but that it is superior in every way to the best oak-tanned sole leather that has ever been used for shoe-making.

"Textan wears much longer than sole leather of the highest grade. It keeps its shape; it takes on a polish, just as the best leather does, making the new composition suitable for use upon dress shoes, as well as on those that are intended for every-day wear, and it is water-proof.

"In other respects Textan is actually superior to leather. For instance, it is so pliable that one does not find it necessary to 'break in' a pair of shoes that are soled with Textan; then, too, Textan has a velvety clinging quality which makes walking easier, and it does not wear slippers.

"The composition of Textan is such that, although it consists largely of rubber, it does not 'draw' or burn the feet, and it is made in white, black and tan so that it can be put on shoes of any kind.

"Heretofore, soles that were made of rubber or other compositions were put on men's and boys' shoes mostly. Textan is suitable for women's and children's shoes—the lightest and most expensive as well as the heavier kinds."

NEW COMPANY WILL OPEN BRANCH HERE

Veteran Motor Car Expert Will
Take Charge of Oakland
Car Agency.

One of the most interesting announcements of the past week in motoring circles of the bay cities is the news of the opening of a branch house in Oakland by the Reliance Automobile Company of San Francisco, handling the Oakland cars in this territory.

In charge of the new venture in Oakland will be Charles Eichelberger, one of the veterans of the motor car trade in the West and well known in Oakland.



CHARLES EICHELBERGER

News of the appointment of Eichelberger to the charge of the local house was given this week by E. G. Bernthal, Northern California manager for the Hawley King Company, representing the Oakland factory in the entire Western territory.

For the present temporary quarters will be secured by the Oakland branch house of the Reliance company along the upper Broadway auto row. Arrangements will soon be made, however, for a large building to house the sales and service organization of the company on this side of the bay.

AUTO SCIENCE MADE SIMPLE.

Here's a little science made over to fit the unscientific. A bearing without lubrication of any nature develops a maximum amount of friction. The ideal performance would be to reduce that maximum to nothing. Then your car would run like a streak of greased lightning and not half try. But you can't do it. The best you can do is to pare it down by using oils or greases. Naturally, some oils and greases are better than others. Certain frictional conditions require a different cure, a different kind or degree of lubrication. With a graphite lubricant such as the Dixon People of Jersey City, put out under the name of Dixon's Graphite Automobile Lubricants, you can reduce friction to almost nothing. Of course, it takes a lot of instruments to prove this scientifically, but you can prove it in a practical way for yourself with a single can and in your own car. The line is highly specialized. There's a correct Dixon lubricant for each part of every car.

24.5 MILES ON GALLON; 88 STOPS.

A novel test, demonstrating the efficiency of an Overland model 75 was made at Keokuk, Ia., recently, when an Overland traveled 24.5 miles on one gallon of gasoline. On this test the car made eighty-eight stops. The test was made by a baker's delivery wagon and the car was driven on its regular route. The test was made by the driver for the bakery company, accompanied by one of the men from the Overland garage in that city.

Song Birds Sing Praises of Motor Cars



SINGERS OF THE OPERA COMPANY, NOW AT THE OAKLAND AUDITORIUM, IN ONE OF THE NEW SEVEN-PASSENGER CHALMERS SIX CARS OF THE A. S. CHISHOLM MOTOR COMPANY OF OAKLAND.

New Tire Shop for Oakland Auto Row



E. C. STUART, WHO HAS OPENED NEW TIRE SHOP IN OAKLAND FEATURING THE GOODYEAR TIRES.

Following along the rapid but natural course of expansion in the Oakland automobile trade is the announcement of new firms that are being made daily in the Outing Section of The TRIBUNE. This week among the new firms making their debut is the new venture of C. E. Stuart, well known here as a tire expert, who is opening up in business for him-

self, handling the Goodyear tires and also doing a general tire repair and vulcanizing business.

Stuart has had quarters fitted up in the upper end of the Broadway auto row where he has stocked Goodyear tires and installed all of the necessary machinery for the handling of all kinds of tire repair work. He will open to the public tomorrow morning.

Packard Factory to Assist Guardsmen

Packard employees who have been called out with the National Guard will receive their full pay for the two weeks' period immediately following the mobilization order. This announcement was made Friday by Alvan Macaulay, president of the Packard Company.

Arrangements had been made to pay the full salaries for two weeks of men who might go to military training camps this summer and that policy is made applicable to the present situation," said Macaulay. "Furthermore, the time will not be counted against those who are entitled to receive vacations."

On Friday 108 Packard men had reported that they were answering the call to the colors, and it is known that others joined their companies without notifying the employment department. Upon the return of any or all of these men to the factory they will be given their old positions or other employment paying equally well.

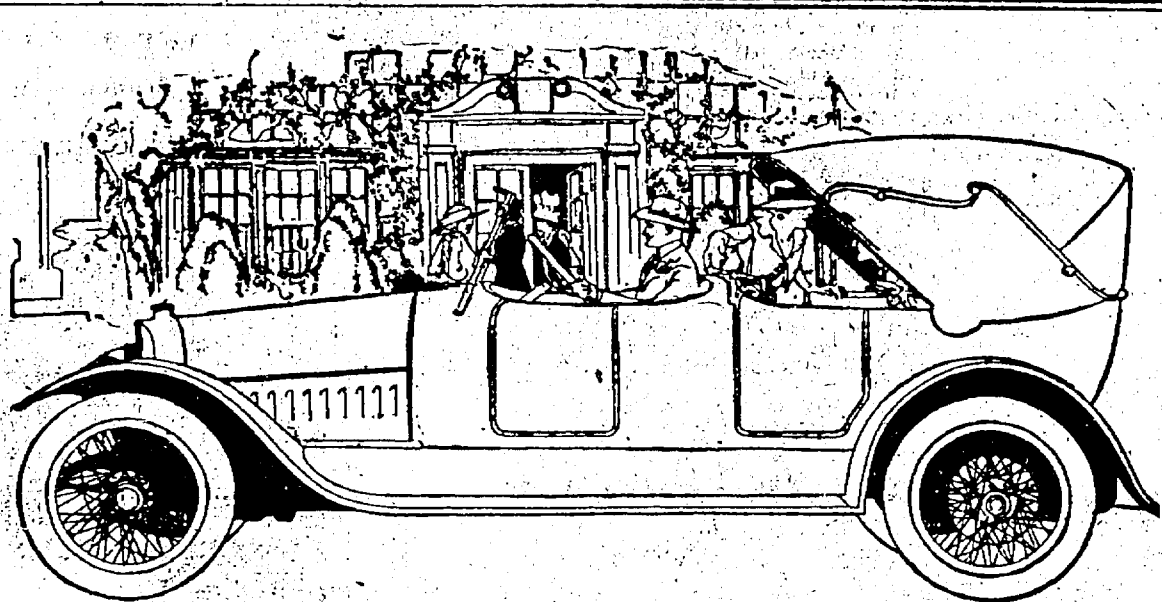
Among Packard employees also are fourteen naval reserves.

CHASES WOLF IN OVERLAND.

This tale of a wolf and an Overland comes from Sealy, Tex. It happened in this fashion: Mr. and Mrs. W. J. Newcom, with a party of friends, were driving over their ranch, six miles from town, when they saw a red wolf running across the pasture. Newcom was driving the car and gave chase. The wolf had a good start when discovered, but Newcom and his Overland gained on him steadily. After a run of about two miles across the prairie he came within shooting distance and letting go of his wheel, took his shotgun from Mrs. Newcom's hand and opened fire, bringing down the animal on the third shot. The body of the wolf was placed on the running board and brought to Sealy. It is one of the largest wolves ever killed in that district. He weighed fifty-four pounds and was a beautiful specimen of his kind.

MAKES CAR PAY FOR ITSELF.

Odessa Waller, of Emporia, Kas., has made a success of the taxi business. It has not only enabled her to pay for her car—an Overland, model 82—but it has also earned her a good living besides. She holds the record in Emporia for tire trouble, having had but one puncture in 12,000 miles and no blowouts.



OWEN MAGNETIC

Owners
Drive
This Car

The Car of
a Thousand
Speeds



Models from
\$3150 to \$5250

Many a man, who for years had not been in the front seat of his own car, now drives his Owen Magnetic. Men who never have been able to drive a car drive this.

There is no diversion so pleasantly absorbing as running an automobile—when you feel safe. But of late years there have been so many cars on the road and such difficulty in driving that many have given up this pleasure—feeling that only professionals now were competent to handle a car.

Now the pleasure of driving is made available again by the wonderful simplicity and ease of control of the Owen Magnetic.

One little finger lever does nearly all the work. You start and stop, increase and diminish speed, almost as naturally as when walking. Traffic dangers vanish because the full power of this car is as truly your servant as are your own muscles.

And, whether you drive or not, a ride in an Owen Magnetic cannot be equaled by any other sensation of motoring. You are "cushioned along" with no jerk or jar. The power flows from engine to wheels, magnetically, without the use of harsh gears. Speed is controlled like water from a faucet.

The mechanical supremacy of this car is matched by the artistic supremacy of the bodies with which it is equipped—either from stock or to order.

Demonstration by appointment.

VANCE, CLARRAGE & COMPANY,

San Francisco,
Temporarily at 1875 Pacific Ave.
Phone Franklin 1024.

Oakland,
2969 Broadway
Phone Oakland 376

YOSEMITE BEAUTY ATTRACTS AUTOISTS

C. A. Muller Says Many Are
Making Valley Trip
This Season.

C. A. Muller, distributor of United States tires, has just returned from a three-day trip to the Yosemite valley accompanied by his family, and reports the road in very good condition on the route which he followed. The journey to the famous valley was made via Merced, Snelling, Coulterville and the Merced grove of big trees and the return by way of Wawona, Miama, Mormon Bar and La Granda, striking the State highway seven miles below Merced.

"It is a long, continuous grind, going in," declares Muller, "with many narrow places and short turns, but in no instance did the gromometer register over 20 per cent, and that only for a few short pitches. We passed the disabled cars on the way and it was amusing to see men pushing and tugging and parties of passengers walking that the load might be lightened.

"We found the guards at the checking station very courteous and accommodating. Instead of dragging the brakes and testing the tires, as I was told that they would, they merely remarked: 'If you have come this far your brakes must certainly be O. K. and you are entitled to go through.'

"For the benefit of other motorists I wish to make clear a point that is not generally understood. The Wawona road is a toll road, the charge being \$1.25 each way, and whether one makes the round trip or not the entire toll of \$2.50 is required."

On the trip Muller tried out two of the rebuilt tires turned out from his "tire shop" and found them most satisfactory under the heavy strain. These were not merely retreaded in the ordinary manner with a strip of rubber vulcanized around the tread, but they were completely rebuilt from the fabric outward.

In the process of rebuilding the old rubber is entirely cut away from the fabric to a point half-way down the side wall. After careful cleansing the fabric is treated to a bath of rubber solution which penetrates all the plies. On the cemented outer fabric a ply of pure Para-gum is applied and smoothed from air bubbles. Then several layers of sheet rubber are applied in steps and covered with a non-skid tread band.

When this rebuilding is finished a coiled spring is fitted in the inside of the tire to hold its shape and the tire is wrapped tightly in baggages and subjected to a dry steam bath, which vulcanizes all the applied layers into one solid mass. After this baking and a subsequent bleaching the tire is ready for use.

Studebaker service was given a unique test during the convention of the American Medical Association just held in Detroit. An employee of the Studebaker Corporation was assigned to a Studebaker car containing five physicians, who were seeking hotel accommodations. A complete circuit of all hotels was made, but without success because of the overcrowded condition. The driver then gave a demonstration of Studebaker service by getting rooms for the doctors in the building where he lived.

CHALMERS MAKES FAST ROAD TIME

Indianapolis to Detroit in Eight
Hours and 22 Minutes;
305 Miles.

Piloting the same Chalmers Six-80 roadster in which he broke the Chicago-New York road record two weeks ago, Ben F. Durham arrived in Indianapolis last week from Detroit with a new record of eight hours and twenty-two minutes for the 305-mile run.

Two hundred and sixty miles of the Indianapolis trip were made in a driving rain, over roads flooded by recent continued bad weather. Numerous detours at points where new stretches of road were under construction caused delay as

did the breaking of a shock absorber which spelled a loss of nineteen minutes for repairs.

"The performance of the 1906 R. F. M. Chalmers under conditions even worse than on my New York trip was a revelation to me," said Durham on his arrival at Indianapolis. "Although the roads were in bad shape, we did not use chains at any point, the wonderful road balance of the car keeping us right side up at all times. Our average of 35.91 miles per hour for the trip is a remarkable one, considering weather conditions. I am confident, though, that the Chalmers Six-80 can cut at least 30 minutes from this record if rain and poor roads are eliminated from our schedule."

Some idea of the pace traveled by Durham in his trip to Indianapolis can be gained from a comparison of the fastest train time of nine hours flat and the Chalmers record of eight hours and 22 minutes.

Education Up to Date.
Daughter—Father, our domestic science professor is teaching us how to spend money.
Parent (interrupting)—Why doesn't he teach fish how to swim?—Pitt Panther.

One Half of One Thousandth of an Inch

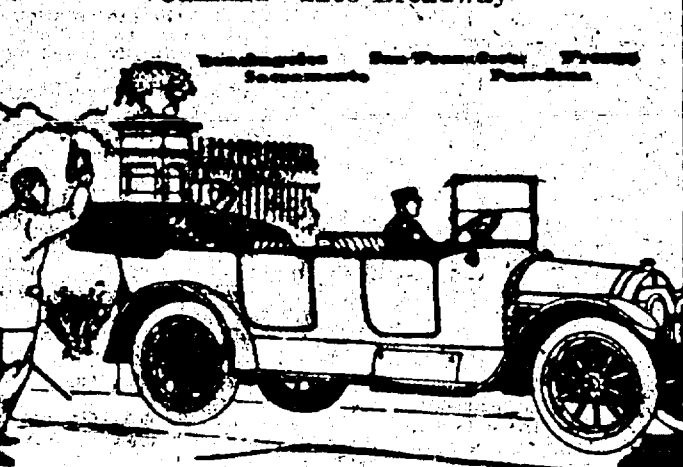
In the building of the eight-cylinder Cadillac car there are more than three hundred operations in which the limits of permissible variation are reduced to the half of one-thousandth of an inch.

There are more than 1000 mechanical operations which are not permitted to deviate to exceed a thousandth of an inch—which is about a third to a half the thickness of a hair from your head.

That is part of the long-life secret of Cadillac cars. That is one of the reasons Cadillac cars run year after year with small upkeep expense and without becoming "junky."

There is a keen sense of security in buying a Cadillac. You KNOW you could not do better, and above all you know you have honest value and are assured honest service as long as you own the car.

California **DON JEEB** Distributor
Oakland—2265 Broadway



Above all!

Solid merit places Savage Tires and Grafinite Tubes far above all others in the estimation of hundreds of thousands of car owners.

Savage Tires—full sizes, extra piles of fabric, great resiliency and a tough road-gripping tread combined, mean low first cost and big mileage.

Grafinite Tubes—pure Para rubber built up layer by layer. The only tubes that have graphite vulcanized into the surface. Friction, heating and sticking eliminated—longer life.

Above all, for the sake of your comfort and pocket-book, say "Savage" when you next buy tires or tubes.

SAVAGE TIRES

The Savage Tire Corporation
SAN DIEGO, CAL.

Branch Store, 1125-29 Van Ness Ave., San Francisco.
FACTORY DISTRIBUTORS
W. L. Laughland, 2285 Broadway, at 23d St., Oakland.
Note Change of Address.
Jenkin Vulcanizing Co., Twentieth, Near Broadway.
Campus Garage, 2144 University Avenue, Berkeley.
Pacific Tire Appliance Co., 1413 McDonald Ave., Richmond.

RULES IN THE YOSEMITE PARK

Automobile Regulations for 1916 Season in Reservation

Department of the Interior, Franklin K. Lane, Secretary.

Regulations governing the admission of automobiles into the Yosemite National Park, California, for the year 1916, effective March 1, 1916.

Washington, D. C., March 1, 1916.

Pursuant to authority conferred by act of October 3, 1890 (26 Stat., 650), setting aside certain lands in the State of California as a public park, the following regulations governing the admission of automobiles into the Yosemite National Park are hereby established and made public:

1. Entrances.—Automobiles may enter and leave the park by any of the entrances, viz., Tioga Pass, Aspen Valley, Crane Flat, Merced Grove, El Portal, Wawona and Ahwahnee Grove.

2. Roads.—The Tioga road is open from July 15 to September 30; the Big Oak Flat road is open from May 15 to November 1; the El Portal and Valley roads are open all the year, except occasionally during the winter, when there may be some snow on the floor of the valley for a short period.

3. Automobiles.—The park is open to automobiles operated for pleasure, but not to those carrying passengers who are paying either directly or indirectly for the use of machines (excepting, however, automobiles used by concessionaries under permit from the department). General driving is demanded of all persons using the roads. The Government is in no way responsible for any kind of accident.

4. Fees.—Entrance fees are payable in cash only and will be as follows: Single trip permit, \$5; season permit, \$25.

5. Automobile permits.—Automobile permits must be secured at the checking station where an automobile enters the park, and will entitle the holder to go over any or all of the roads in the park. This permit must be conveniently kept, so that it can be exhibited to park rangers on demand. Each trip permit must be exhibited to automobile checker at point of exit, who will stamp across the back of the permit "Void after four and five" and return it to owner. The automobile may then re-enter the park by the same or any other road within twenty-four (24) hours from time of leaving park.

6. Automobile permits will show (a) name of station where permit is issued, (b) name of owner or driver, (c) State and license number of automobile.

7. Distance apart.—When an automobile enters the park, it must be at least 50 yards apart from any other automobile. The automobile must carry two extra tires. All drivers will be required to frequently check and skid the rear wheels with either foot or hand brake, or such other brakes as may be a part of the equipment of the automobile.

8. Speeds.—Speed is limited to 12 miles per hour ascending and 8 miles per hour descending grades and when approaching sharp curves. On good roads with straight stretches and when no team is in sight, the speed may be increased to 20 miles per hour, except on the floor of Yosemite Valley, where speed shall not exceed 15 miles per hour.

9. Horses.—The horn will be sounded on approaching curves and when passing on slopes, overhanging trees, or other obstacles, and before meeting or passing machines, riding or driving animals, or pedestrians.

10. Teams.—When teams saddle horses or pack trains approach, automobiles will take the outer edge of the roadway, regardless of the direction in which they may be going, taking care that sufficient room is left on the inside for the passage of vehicles and animals. Teams will be right of way, and automobiles will be halted or otherwise hindered if necessary so as to enable teams to pass with safety. In no case must automobiles pass animals on the road at a distance greater than 50 yards.

11. Time.—Automobile drivers should compare their watches with the clocks at checking stations.

12. Accidents.—When, due to breakdown or accidents or any other cause, automobiles are unable to keep going, they must be immediately parked off the road, or where this is impossible, on the outer edge of the road.

13. Stop-overs.—Automobiles stopping over at points outside of Yosemite Valley must be parked off the road, or where this is impossible, on the outer edge of the road.

14. Reduced engine power.—Gasoline, etc.—Due to the high altitude of the park roads, ranging between 8000 and 10,000 feet, the power of all automobiles is much reduced, so that about 75 per cent more gasoline will be required than for the same distance at lower altitudes. Likewise, one gear lower will generally have to be used on grades than would have to be used in other places. A further effect that must be watched is the heating of the engine on long grades, which may become serious unless care is used. Gasoline can be purchased at regular supply stations at per posted notices.

15. Motorcycles.—Motorcycles are not permitted to enter the park.

Special automobile regulations governing use of roads in the Yosemite Valley for the year 1916:

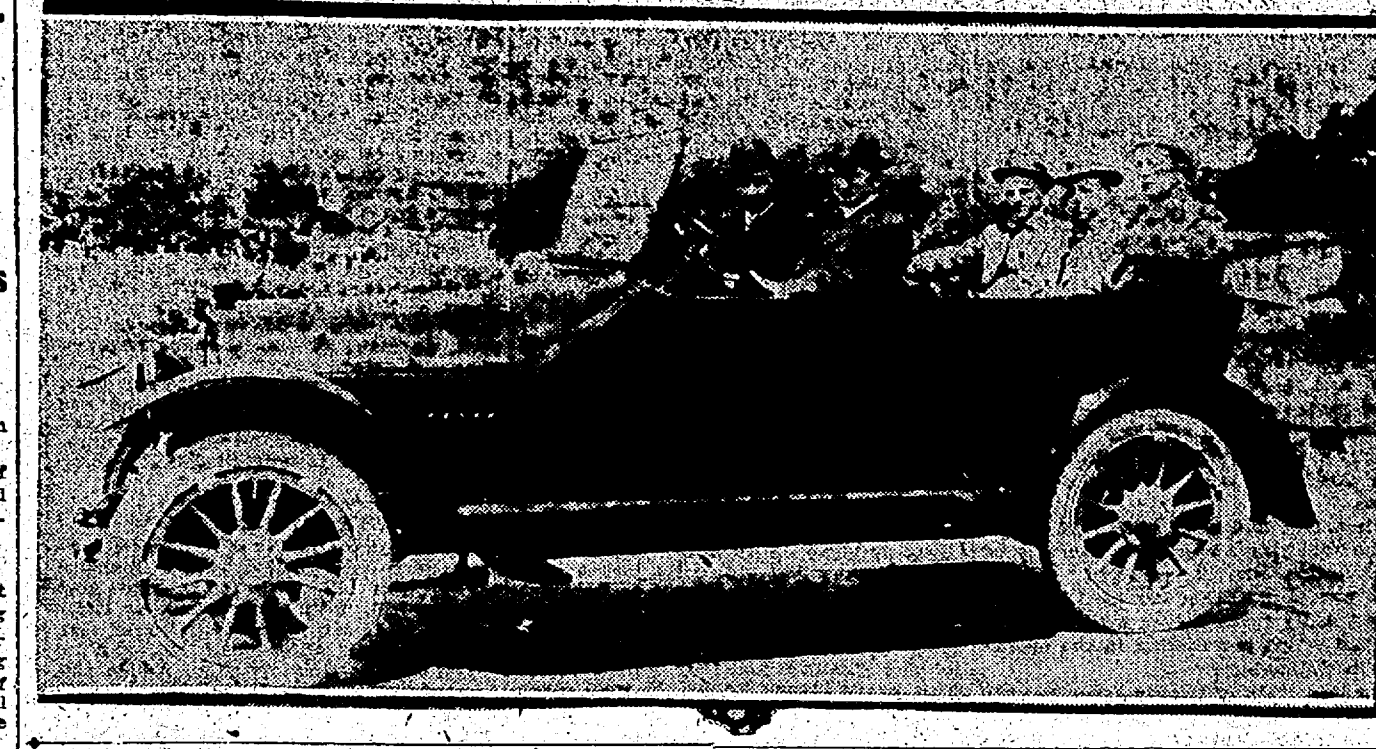
1. Direction of travel.—Automobiles may go only over named roads, and only in the direction the arrows point on the automobile guide map of Yosemite Valley.

2. Driving.—Careful driving is demanded of all persons using the roads. The Government is in no way responsible for any kind of accident, and cautions all persons against using the roads during hours of daylight, the Big Oak Flat road between Stations No. 1 and No. 2 and the Wawona road between Stations No. 3 and No. 4.

3. Fines.—On the El Portal road, the Big Oak Flat road between Gentry and floor of valley, and on the Wawona road between Fort Monroe and floor of valley, a fine or election from the park or both, will be imposed in the discretion of the supervisor of the park, for leaving earlier or later than the specified time limits indicated below.

4. Big Oak Flat and Wawona roads.—On the Big Oak Flat road between Gentry (Station No. 1), 4 1/2 miles, and floor of Wawona road between Fort Monroe (Station No. 3) and floor of valley (Station No. 4), 3 miles, automobiles may go east, down grade, only on the odd hours, speed not to exceed 8 miles per hour, and may go west up grade, on even hours, speed not to exceed 12 miles per hour. They must travel

Kissel Kar Six and Men Behind Local Agency



BEN HAMMOND AT THE WHEEL OF THE NEW ONE HUNDRED POINT SIX KISSEL MODEL, SEATED BESIDE WAITER J. HESSE, IN THE TONNEAU, FROM LEFT TO RIGHT, C. H. KRON, CHARLES EVERSON AND R. G. BARTLETT.

Huge Shipment of Motor Cars Reach Dealer



\$10,000 WORTH OF JEFFERY PLEASURE CARS AND MOTOR TRUCKS RECEIVED THIS WEEK BY THE G. FAGEOL MOTOR SALES COMPANY OF OAKLAND.

between the stations within the hour, but shall not pass between stations No. 1 and No. 2 on Big Oak Flat road, and between Stations No. 3 and No. 4 on Wawona road, in less than 30 minutes.

Accidents.—If, however, because of accident or stop for any reason, automobiles do not reach the next station within the hour, they shall be parked off the road, and when that is impossible, on the outer edge of the road, and wait there for the next hour schedule going in their direction.

5. El Portal road.—Between El Portal and Pohono bridge, go in either direction.

6. Bridgeway road.—Go in either direction when going over Wawona road; otherwise go east, or upstream only.

7. Cathedral Rocks, Pohono and Happy Lake roads.—Go east, or upstream only.

8. El Capitán, Royal Arch and Black Spring roads.—Go west, or downstream only.

9. Sentinel, Ahwahnee and Lost Arrow roads.—Go in either direction.

10. Le Conte road.—Go north, only across Merced river from Happy Lake road to Royal Arch road.

11. Mirror Lake road.—Go north, only from Happy Lake bridge to Royal Arch road.

12. Stops on floor of valley.—If for any reason the automobile is stopped, it shall be parked off on left-hand edge of road.

13. Speed.—Automobiles shall not exceed 15 miles per hour on the El Portal road or on any roads on the floor of Yosemite Valley south of Pohono bridge; and when passing any group of people, or through the village, and crossing bridges the speed shall be reduced to not more than 8 miles per hour.

14. Penalties.—Violation of any of the foregoing regulations for government of the park will cause revocation of automobile permit, will subject the owner of the automobile to immediate election from the park, and be cause for refusal to issue new automobile permit to the owner without prior sanction in writing from the Secretary of the Interior.

15. Damages.—The owners of automobiles will be responsible for any damages caused by accident or otherwise.

16. Garage.—In Yosemite Valley automobiles may be loaded free of charge in the public shelter or at Camp Curry, Camp Ahwahnee, Camp Lost Arrow, and Yosemite Falls Camp. The garage operated by the Yosemite Park Service Company is equipped for truck owners of automobiles, as well as general repair work, parts, supplies, etc., at prices regulated by the department.

Superintendent of National Parks.
Approved: STEPHEN T. MATHER,
Assistant to the Secretary.

A new truck tire catalogue is now being issued to the trade by the Goodyear Tire & Rubber Company. It is primarily a booklet for truck owners and discusses the factors which are important in motor truck tires. The object of the booklet is to place before truck owners the plain, simple facts about Goodyear tires and to lead business men to give more attention to a matter that may involve hundreds of dollars yearly. A copy will be sent free to any truck owner.

Tire Bargains

We're the Greatest Cut-rate Tire Concern is offering you the following Special Prices on All Makes of Tires.

With stores operating all over the United States, we have thousands of satisfied customers who believe in saving money on tires whenever possible.

TUBES				TUBES			
	Tires	Gray	Red		Tires	Gray	Red
28x3	6.55	1.75	1.95	34x4	14.95	3.20	3.60
30x3 1/2	6.95	1.85	2.10	36x4	15.85	3.30	3.70
30x3 1/2	6.95	2.10	2.35	34x4 1/2	20.25	3.85	4.30
31x3 1/2	6.45	2.15	2.40	36x4 1/2	20.85	3.95	4.35
32x3 1/2	6.95	2.25	2.45	38x4 1/2	21.25	4.10	4.50
34x3 1/2	10.95	2.50	2.55	37x4 1/2	21.90	4.15	4.60
36x3 1/2	12.05	2.40	2.75	38x5	23.65	4.70	5.20
38x3 1/2	13.20	2.80	3.10	36x5 1/2	23.95	4.90	5.25
30x4	13.85	2.95	3.20	37x5	24.90	4.05	5.45
32x4	14.05	2.95	3.30				
34x4	14.70	3.10	3.40				

These are tires that will give you more miles per dollar invested than anything you can buy. Goods shipped C. O. D. or Parcel Post to all points in the United States. Money refunded on goods returned to us intact within ten days.

Automobile Tire Co., Inc.
1776 Broadway, Northeast Corner of 19th, Oakland, Cal.
Open Sunday Mornings. P. J. Goad, Mgr.
Coast Branches—San Francisco, Fresno, San Diego, Los Angeles, Oakland.

CLIMBS STAIRS IN KISSEL SIX MODEL

Dealer in Denver Shows Populace New Stunt in Demonstrating.

George A. Kissel is one automobile manufacturer who has never believed in racing or unusual "stunts" as of very much value in impressing the practical merits of an automobile.

But many local Kissel Kar dealers, evidently disagreeing with Kissel, have not been content to prove the extraordinary things the Hundred Point Six can do under average driving conditions, but have been putting the new model through the most difficult and unusual tests.

Typical of these was a "stunt" pulled off in Denver last week when the Hundred Point Six was driven up the steps of the massive Colorado state capitol. Someone suggested that the Kissel could not do it. J. M. Patrick, the dealer, not only disagreed, but offered to drive the car up the long flight of stone steps in person. None volunteered to ride with him.

The feat was pulled off in sight of hundreds. Throwing the car into low, Patrick made a run for the steps and up, up he went, higher and higher. Without a stop, it looked as though he was going right through the swinging doors. Being up there, the crowd wondered how he was going to get down. He came down on the foot brake, slowly, smoothly, without a skip or jerk, and said he could do it over and over all day.

Not content, the Kissel man filled the car with passengers and whizzed out to the museum at City park, because the steps are longer, and the edge of the stone sharper. Again not a hitch in the proceedings and he came back happy and smiling.

Motoring Department, THE TRIBUNE.—My engine could use medium oil. If heavy oil is used or slightly heavier to prevent noise, would it cause carbonization? It is understood that kerosene poured in air valve of carburetor while engine is hot and running will prevent carbon. Why? Does not kerosene carbonize much more readily than gas, so how can it remove carbon if put in motor while running and stopped at once?

R. P.

Heavy oil will cause no more carbon than light oil, but owing to the thicker filament of oil between the cylinder walls and piston the engine will crank harder when cold. Liquid kerosene injected through air valve when the engine is running loosens the carbon deposits which it is to be blown out with the exhaust. Water is even better than kerosene and leaves no carbon of its own, as is the case when kerosene is used.

PREPAREDNESS OF MAXWELL DEALERS

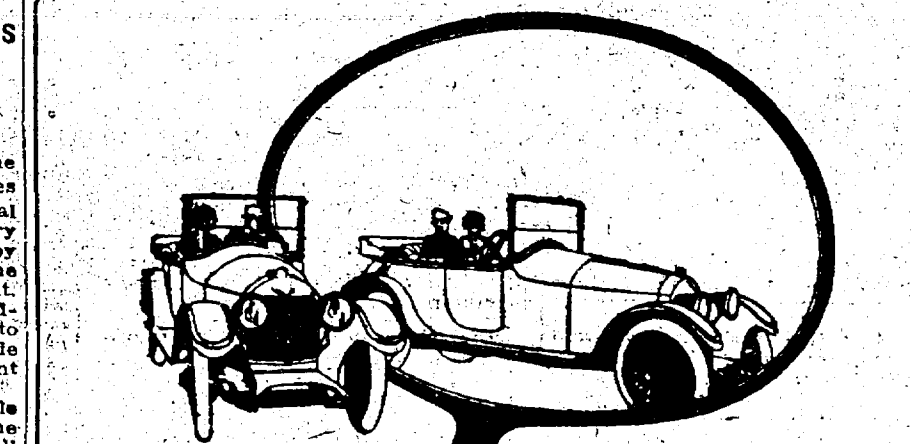
Patriotic Manager Supplies Cars for Use Free to Guardsmen.

Full co-operation with officers of the War Department and the United States army, and material assistance to National Guard companies throughout the country have been urged on motor car owners by Walter E. Flanders, president of the great Maxwell Motor Company of Detroit. Flanders, the original "preparedness" advocate insofar as national defense has to do with automobiles, already has made several suggestions to the government which have been acted on to advantage.

The Maxwell policy of assisting Uncle Sam has been best exemplified by the work done by Buquet Brothers, Maxwell distributors at El Paso, Tex. The border district has been the scene of greatest activity since Mexican troubles reached an acute stage, and from the very start the Buquet brothers have been in closest touch with officials of the regular army. First a bevy of new Maxwells were supplied the government to be used as dispatch carriers. Later this fleet was supplemented until finally nearly every officer stationed at Fort Bliss was using one of the automobiles in his regular routine duties.

"While we cannot order such a thing done, we have urged our dealers and representatives everywhere to be on the alert for chances to serve our country," said Max Gleason, manager of Cuyler Lee's Oakland branch, yesterday. "Flanders, as the original 'preparedness' advocate among motor car manufacturers, is taking the keenest interest in government affairs, and should the need arise he is sure to offer notable assistance to the government, and provide it with enough Maxwell cars to transport troops at high speed into the most inaccessible portions of this or any country with which we are at war."

During the recent mobilizations of National Guards, Maxwells were everywhere employed in transporting officers to their stations, and riding recruiting sergeants into remote districts. In several instances the cars proved so serviceable that whole companies were mobilized in half the time allotted to the maneuvers in the old way, and the motor troops were at their respective camps and in active training before other members who had not used automobiles as means of transportation were fairly started. The local National Guard had Maxwell cars for several days before leaving for Sacramento through the courtesy of Manager Gleason of the Oakland house of Cuyler Lee.



Pride is the mirrored image of self-respect, a self-compliment reflecting judgment, achievement or possession.

Pride of possession is most experienced by those of culture who best appreciate the world's newest achievements.

Pride-value is become a sound basis of judgment in any purchase, and an item of large consequence in the choice of a motor vehicle.

Discriminating big car owners will take a special delight in viewing the new Scripps-Booth cars at the local salesrooms.

John F. McLain Co.
OAKLAND, CAL.
2841 BROADWAY OAKLAND 2508

THE NEW SERIES Jeffery

Offers Nothing "MEDIUM" But Its Price

2800 Lbs. — 4 cyl., 7 pas., \$1220—HERE—6 cyl., 7 pas., \$1600—3050 Lbs. Complete line Jeffery Trucks \$1050 Up. Immediate Delivery.

"We're too big to think we're big enough to do it all alone. We must keep an open mind to the ideas and opinions of EVERYONE with whom we deal." THOMAS B. JEFFERY

Is there any wonder that the result of this man's brain and foresight found a resounding echo in every part of the world?

—TO-DAY—

These comfort inviting motorcars are HERE ready for your inspection—motorcars of beauty, quality, size and finish—exceedingly easy and safe for your wife to drive.

IMMEDIATE DELIVERIES—Make your decision NOW that you may have YOUR Jeffery when you will get the most good out of it—NOW.

THE JEFFERY IS THE SIMPLEST CAR OF ITS CLASS.

Fageol Motor Sales Co.
W. C. MORSE, Pres. HOMER L. LEBALLISTER, Sales Manager. CHAS. TATE, Gen. Mgr.

3420-26 Tele. Ave. Night and Day Service Pied. 2699

Come Take a Ride With Us!



MASTER "TOOTSY" WRIGHT, NEPHEW OF ALEXANDER PANTAGES, IN HIS UNCLE'S NEW VELIE SIX TOURING CAR.

Amateurs Make Fast Road Run

Speed stunts seem to be all the rage nowadays, but they are mostly made by specially equipped cars, driven by selected men, trained by long experience in the racing game.

To make 357 miles with one's wife and family between daylight and dark is a different proposition. That, however, was the feat recently accomplished by A. H. Patterson, an ordinary business man of Stockton, Cal., when he drove last Sunday from Stockton to Los Angeles, leaving his home at 8:30 o'clock in the morning and arriving in Los Angeles at 8:45 o'clock in the evening, stopping at Fresno for lunch, thereby taking thirty-five minutes off of his running time.

When Mr. Patterson arrived in Los Angeles he looked as if he had only been for a few miles' spin on the boulevards around the city. Mr. Patterson made the run in his Hudson Super Six, "just to see the country," as he expressed it.

The interesting part of the trip is that Mrs. Patterson handled the car.

wheel for a goodly portion of the distance, taking a special pride in the fact that she drove the car from Bakersfield over the Ridge road.

Automobile Firms to Close for Holidays

The majority of the motor car dealers of Oakland are to close doors during the holidays this week, according to an agreement that has been signed by the following dealers to close from Saturday (yesterday) night until the morning of Wednesday, July 5:

Weaver-Ables-Wells Company, E. L. Pascoe Auto Company, H. O. Harrison Company, Fremming & Browning, Howard Auto Company, McDonald-Green Motor Company, Paige Motor Car Company, Louie A. Pacheco Auto Company, Harrison B. Wood, Haynes Motor Sales Company, Frank Bartels, Cole Motor Sales Company, Pacific Kissel Kar Branch, Earl C. Anthony, Inc., Osen & Hunter Auto Company, Mathewson Motor Company, Geo. A. Sealey-King Cars, J. W. Leavitt & Co., John F. McLain Company, A. E. Chisholm Company, Locomobile Company.

AMERICA'S FIRST CAR. HAYNIES TRULY America's Greatest "Light Six"

The car you have admired.
All models are now displayed on our salesroom floor.

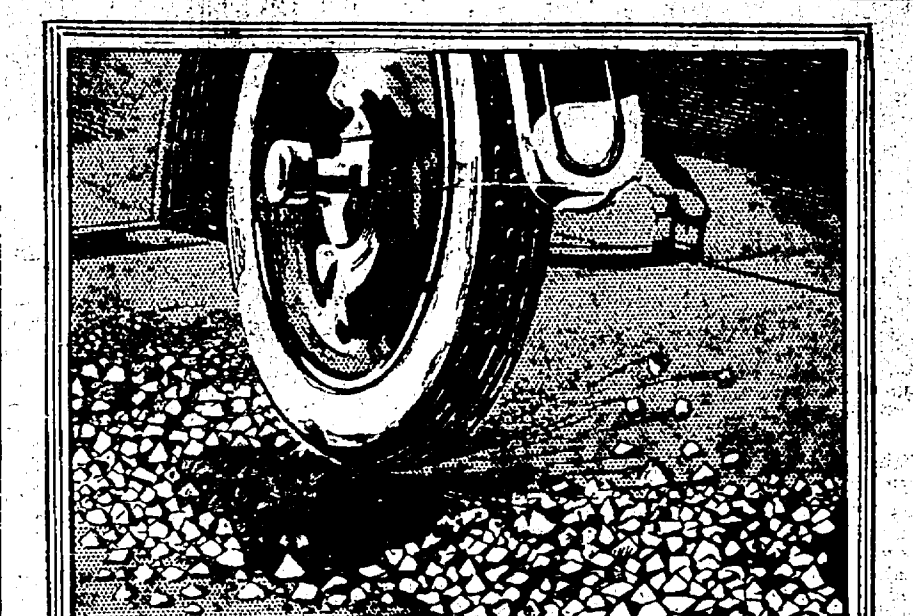
Immediate Deliveries

Cloverleaf Roadster \$1485.00.
Five-Passenger Touring Car \$1485.00
Seven-Passenger Touring Car ... \$1585.00

Prices F. O. B. Factory
Actual Freight Charged

HAYNES MOTOR SALES COMPANY and
Phillip S. Cole, Inc.

Broadway at 25th Street. PHONES—OAKLAND 1447
OAKLAND 2506
Factory Branch—Turk and Polk Sts., San Francisco.



Cuts! Gashes! Exposed Fabric! Blow-outs!

Prodim Process Rubber minimizes this trouble

Prodim Process Rubber (the new tread used exclusively on Republic tires) is so tough that even newly crushed rock or sharp stones doesn't cut and gash it.

It wears down as evenly and smoothly as a piece of fine steel. After miles of service it looks like new. It keeps water away from the fabric, prevents rotting of the carcass of the tire, and makes premature blow-outs practically a thing of the past.

Get a sample strip of Prodim Process Rubber. Try to break it. It's the toughest, strongest tread stock ever used on a tire.

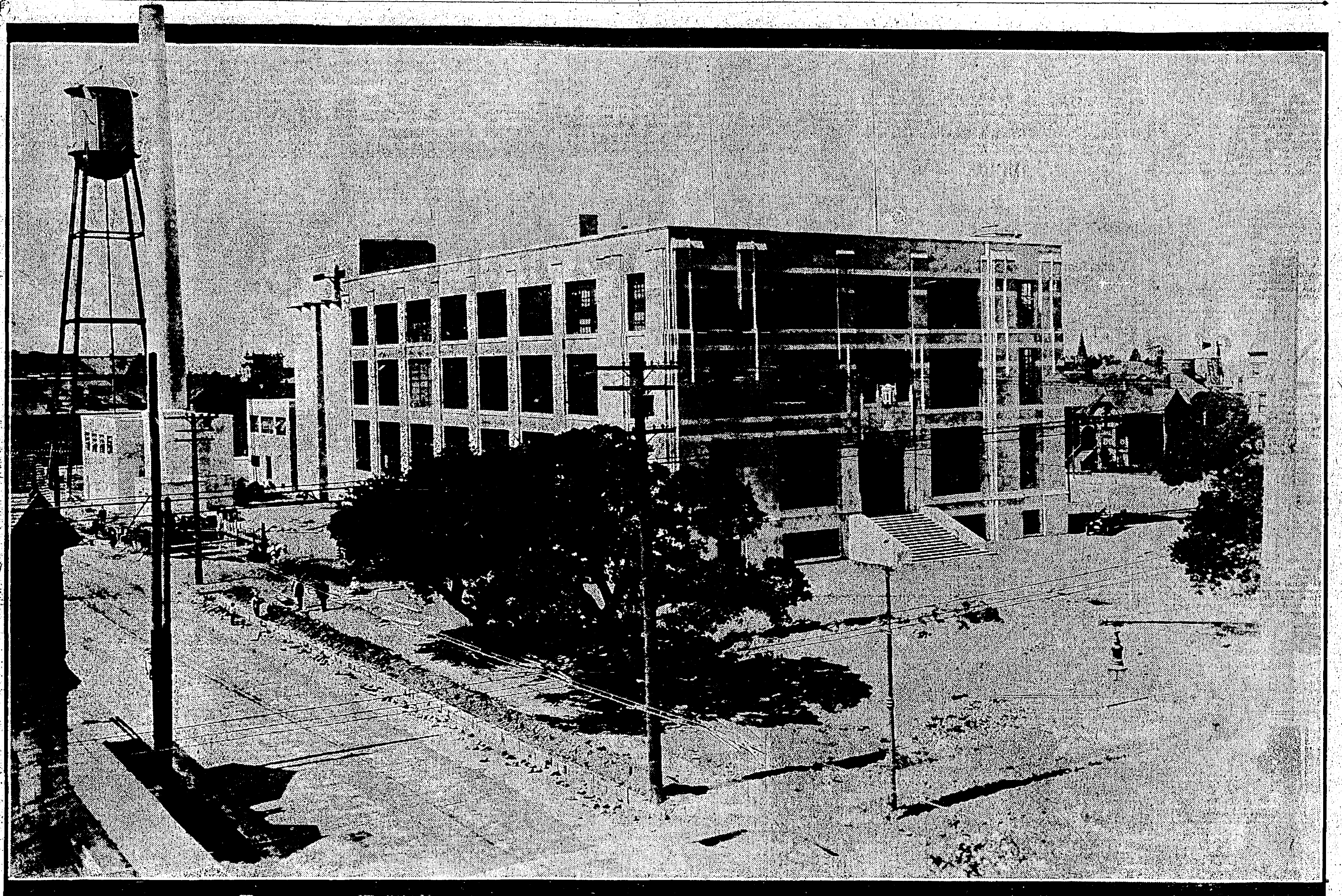
REPUBLIC PRODIM PROCESS TIRES
STAGGARD, PLAIN, AND "WM" TREADS
MADE IN THE SLASH BLACK TREAD

If Not Handled by Your Dealer Address
REPUBLIC RUBBER CO. OF CAL.

295 GOLDEN GATE AVE., S. F.

INSTALLING MACHINES IN BIG OAKLAND PLANT

THE NEWLY COMPLETED SHREDDED WHEAT FACTORY, IN WHICH MACHINERY WILL BE INSTALLED NEXT WEEK. THIS PLANT WILL BE RUNNING IN FULL BLAST BY THE END OF THE YEAR, IT IS DECLARED.



TO PRODUCE SHIPMENTS BEFORE 1917

Shredded Wheat Factory Building Practically Completed

10,000 Panes of Glass Used in New Structure

Work will begin Monday on the installation of machinery for one of the largest of Oakland's new factories, the new Shredded Wheat plant, completed this week. The building is now ready, save for the installation of machinery and interior finishing. According to the officials of the company 1917 will see the plant running full blast.

The new plant is of the latest modern type of steel and concrete construction, the walls being almost solid glass and steel, so large are the windows. The window walls are built of 10,000 panes of glass, making the structure one of the largest factories on the coast.

The first consignment of machinery will be installed at once, and the rest hurried into the plant as soon as possible.

The new plant will handle the coast and Oriental trade of the company, utilizing California wheat for its product. It is the first of the new large factories to come to Oakland during the factory boom of the past three years.

SET 165 CONVICTS FREE. COLUMBUS, Ohio, July 1.—Of the 165 cases brought before the Board of Administration, sitting as a parole board here, 165 convicts were paroled or given a final release.

IMPORTANT PLANS IN HANDS OF OAKLAND BUILDERS, REPORTED

With a large number of bungalow and small home permits taken out this week, as several industrial and business structures arranged for, the building permits this week show the continued lively state of Oakland's building activities.

In the meantime plans are being figured on in the Builders' Exchange for a number of important new structures that will, within the next few weeks, appear on the permit lists. Two new apartment houses are among the buildings turned out in plan form by architects in Oakland this week, and plans for a new factory for chemical works, are at the present time being estimated.

"Every month during this summer is showing more activity in the building line," declares President O. W. Fletcher of the Exchange. "The Oakland contractors are figuring on a number of outside contracts as well at the present time, but as a rule are pretty busy with work inside the city. The year, so far, has been even better than we expected, although, when we moved into our new building, we did so with the idea of a heavy year."

The week's summary follows:

Permits	Cost
One-story dwellings	\$39,520
One and a half-story dwellings	4,600
Two-story dwellings	4,000
One-story stores	1,900
One-story warehouses	500
Roller rooms	555
Garages	533
Sheds	448
Electric signs	475
Additions	855
Alterations and repairs	3,795
Total	\$54,378

The detailed permits include the following:

Archie Kellogg, one-story five-room dwelling, northeast corner of Laguna avenue and Montana; \$1800.

Ena Company, two-story seven-room dwelling, east side of Spruce street, 100 feet south of Cleveland avenue; \$4000.

E. Shlumer, one and a half-story four-room dwelling, south side of Walla Vista; \$1800.

Allen alterations, 3425 Orion drive; \$190.

Howard Nielsen, one-story four-room dwelling, west side of Thirty-ninth avenue, 104 feet north of Kanning street; \$900.

A. Brown, alterations, 559 Isabella; \$55.

Mrs. Emma Hoffman, one-story three-room dwelling, north side of Plymouth, 100 feet west of Ninety-second avenue; \$1200.

F. W. Anderson, fire repairs, 511-513 Pershing street; \$700.

A. Adams, one-story four-room dwelling, east side of Sixty-fifth avenue, 150 feet north of Avenal; \$1400.

A. T. J. York, addition, 1643 Fortieth avenue; \$100.

Paul E. Joseph, one and a half-story seven-room dwelling, south side of Cleveland avenue, 100 feet west of Spruce street; \$2000.

Mrs. N. Kelly, fire repairs, 2700 West street; \$200.

Doak Gas Engine Company, one-story shed, northwest corner of Fourth and Madison streets; \$448.

H. H. Shutt, one-story warehouse, south side of Moss avenue, 155 feet east of Telegraph; \$500.

W. Oxley, one-story five-room dwelling, west side of 107th avenue, 1500 feet south of East Fourteenth street; \$2500.

B. McLeod, alterations, northeast corner of Eighth and Broadway; \$550.

J. Nufer, alterations, 1620 Sixth avenue; \$200.

Frank Pernone, one-story six-room dwelling, northeast corner of John and Montgomery streets; \$2000.

H. J. Reef, one-story six-room dwelling, south side of Glenhurst, 40 feet west of Sequoia avenue; \$2500.

G. Goranson, one-story five-room dwelling, east side of Laguna avenue, 200 feet south of Hopkins street; \$2000.

Dr. T. Lambert, fire repairs, 1054 Eighteenth street; \$240.

Dr. E. A. Majors, addition to coal yard, Claremont avenue and Fifty-fifth street; \$240.

Julie Tea Company, alterations, 541 Thirteenth street; \$390.

Mrs. W. Cavallo, alterations, 3424 Haven street; \$100.

E. R. Williams, one-story six-room dwelling, east side of Laguna avenue, 100 feet south of Hopkins street; \$1800.

J. P. Browning, alterations, 1314 Union street; \$100.

Calange, addition, 809 Plum street; \$345.

R. A. Harding, alteration, 1821 East Fifteenth street; \$200.

R. K. Larsen, one-story five-room dwelling, west side of Twenty-seventh street; \$100.

PLANS FOR NEW BATHS EXTENSIVE

Big Alameda Project to Soon Be Under Construction

Sales and Building in Encinal City Active, Is Report

ALAMEDA, June 31.—The plans being exhibited by C. C. Boynton for the proposed hot salt water swimming pool and tubs, to be erected at Encinal avenue and Park street, show a much larger undertaking than is generally known. The proposed site not only includes the present large vacant corner at the southeast corner of Park street and Encinal avenue, but also includes the site occupied by the present Boynton string of stores at the northwest corner of Park and Encinal avenues, and also the ground now covered by a residence on Park street, south of the Boynton Park street corner. T. Boynton and his associate, Minor, are now interesting capital in the proposition. Boynton says building operations will be held in abeyance until the full amount needed is raised. The total cost will equal, or possibly exceed, \$100,000.

Graders are now building streets and preparing the former Sharp property on High street, for building operations by Dr. C. P. Pond, the new owner of the property. A colony of between forty and fifty bungalows will be built on the tract. Building operations will be commenced as soon as the new streets are built and the sidewalks laid.

NEW BUSINESS BLOCK. The construction of a new business

Real Estate Board Plans New Move in Business Method

While perfecting regulations and rules of business ethics to control the activities of realty brokers and to protect them and their clients in all transactions involving the real estate business, the Oakland Real Estate Board is preparing a line of activity designed to promote the welfare of property interests and the interests of the real estate owner.

At its last meeting the board made property owners eligible to executive membership and a place on the board of directors is to be made for a representative of this class of members, owners of real estate who are not active realty brokers. It is held that the first duty of a realty broker is to safeguard the interests of his client, not only in case of sale or lease, but in the matter of taxes, improvements, civic development and all questions which have a bearing on real estate values and usefulness.

The board has opened a new office at 906 Syndicate building where its block books, lists of prospective investors and other information of value to realty brokers is on file for the use of members.

block at the northeast corner of Santa Clara avenue and Webster street by Frank V. Wright is the second new business structure on the east line of Webster street to be constructed this summer. The first building was the new premises, occupied by the West End branch of the Alameda Savings bank, a banking building. Still a third business structure in this immediate vicinity is planned for the near future for the Citizens Savings bank also contemplates erecting a building on the east line of Webster street for bank purposes.

House renters report increased activity in the renting business. While some of the improvement in the renting line means the coming of Irish visitors who wish to reach the bay shore for the summer, other inquiries are from permanent new residents who have moved to Alameda to take positions here; generally with some of the shipyards or other factory enterprises now running. New homes are reported to be gaining in numbers steadily.

HEAVY BUILDING. The Waterside Terrace tract is rapidly being filled with attractive residences, many of which are sold before completion.

CAPITALIZE LANDMARKS, URGES REALTY BOARD; WILL AID IN MOVE

To arrange for the collection of facts and data relative to the points of historic, scenic and romantic interest in and about the east bay cities, a joint committee of representatives of the Progress and Prosperity Committee, Real Estate Board, and Chamber of Commerce is to be appointed and a systematic campaign of publicity and advertising is to be launched based on these facts.

That money expended in such work would shortly return such profits to the entire community as to make it an excellent investment from the point of view of the most careful business man is the opinion of the members of the Oakland Real Estate Board. At a recent meeting of this organization, E. B. Bull, president of the committee, said:

"One of the chief items of the stock in trade of the realty man of southern California is his familiarity with and enthusiastic exploitation of that country's points of interest to the tourist and the visitor, and it is one of the things least considered by the real estate man or the chamber of commerce worker or the city builder of this part of the state, although there is here at hand, waiting publication and exploitation, far more scenic and historic and romantic interest than ever existed in the south."

"The tourist is the settler in embryo, the investor in prospect, the forerunner of prosperity. Through his eyes are seen by others the charm, the lure, the appeal of the country through which he travels and in which he visits. It is the tourist who has made Southern California and it is the tourist who is to be the greatest factor in the development of Central California and of the east bay cities."

"Through we may not appreciate it, certainly do not to the extent that we should, we of the east bay communities are surrounded by all of those things that interest the tourist, monuments of keen historic interest, spots steeped deep in romance, scenic, ripe, unrivaled in this state and the climatic conditions which are advertised far and wide as belonging to other districts that have profited immensely by that advertising."

"In the National capital there is a little log cabin that is pointed out to the tourist as the home of Josquin Miller, poet of the Sierras, while, unknown to but few in the lands from which tourists come, the great poet's real home, the spot he loved most in all the world and where he spent the most of his life and wrote his greatest masterpieces is 'The Heights' in the hills back of Oakland, a spot which would be a veritable Mecca for tourists did they but know of it."

"A short and pleasant motor drive from Oakland is the ancient Mission, San Jose, the center of life and activity of the days of the padre pioneer and the adventurous Spaniard and the cavaliers of Mexico, with each brick of its crumbling adobe walls imbued with the romance of other days, so dear to the hearts of the tourist and the visitor from eastern states, yet few of our own people and almost none of our eastern friends know aught of this historic spot."

This mission has recently been restored by the Native Sons and Native Daughters' joint committee of Alameda county.

PRIMITIVE WHARF. "And not far from this ancient mission, on the shores of the bay, are the remains of a primitive wharf established by Russian traders long before the coming of the argonauts and where a thriving commerce in furs and ranch products was conducted with the pioneer Mexican settlers and the Indians newly civilized by the padres. How many tales of romance and historic interest could this spot tell?"

"Along the Skyline boulevard, a scenic drive unequalled on the Pacific coast, one may drive to the very spot from which the Golden Gate was discovered by the enterprising explorers, a spot unmarked by bronze tablet or visited by interested tourist who may have spent many days and much money inspecting points of far less importance and interest. In other places where people are keenly alive to the value of landmarks such as this."

"We take our visitor across bay to the City of St. Francisco, rebuilt on the hundred hills, the most romantic, bizarre and interesting of all American cities, and we show him Golden Gate park, the Presidio

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HERBERT H. JACKSON CO.
Jewelry and repairing, 357 15th st., near
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COINS, antiques bought and sold.
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Why Pay Exorbitant Rentals?
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40 Grand ave., facing Lakeside Park;
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2 wall beds, hwd. floors, very reas.
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MADISON—2, 3, 4 rms., sleep. porches;
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Send us two old tires (one rim cut and one worn out tread) and we will recondition them into one tire.

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PRICES \$2.50 TO \$7.00. Bring your tires to us and have them reconditioned. PRICES, \$3.75 UP according to size. HIGHEST CASH PRICES FOR OLD TIRES.

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AUTO TIRE SALVAGE CO.
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LIGHT touring car, not over \$550 cash; must be in perfect condition and a bargain. Box 10049, Tribune.

OLD or new autos bought for cash. Auto Market, 19th & Bdy, Oakland 1003.

WANTED—Good roadster for modern 6-2 story shingled house; lot 4x100; in good neighborhood. Phone Oakland 2801 or Piedmont 7706-W.

WANTED—Cheap auto as first payment on desirable 4-room cottage; \$1900, easy terms. Apply owner, 2201 35th av.

WE WANT 60 autos for wrecking; will pay \$150 to \$200. 25th Broadway, Lake-side 572.

WANTED at once, auto for cash; must be cheap. Ph. Oakland 6503.

\$500 CASH for 10 in restricted tract, near Fruitvale, 1000 ft. or more. Call 10019, Tribune.

\$1000 EQUIPMENT in modern cottage, rented, for auto. 1941 34th av.

AUTO STAGE LINE
STOCKTON G. & M. line leaves 3 Menlo, 13th-Webster, 52; Lake. 725.

BICYCLES—MOTORCYCLES
For Sale and Wanted.

BARGAIN—1914 Twin Thor, 9 hp., two speed, Presto, speedometer, Dream tandem, 1000 miles, \$100. Oak. 7640.

EXCELSENT 3-cylinder, 1000 cc. motor, 1000 miles, \$100. Oak. 7640.

FOR SALE—1913 7-H. P. Excelsior motorcycle, with side car, good condition, \$100. Inland 10019, Tribune.

FOR SALE—Excelsior light weight two-speed, equipped; \$100. 3222 Over st., 38th av. car; off at Porter.

FOR SALE—Thor 5 motorcycle; almost new; \$75. 748 14th av. Oak. 6065.

SINGLE Excelsior, fine condition, mag. good tires, carrier, spare tube; 325. S. Robinson, Osen & Hunter, 191 21st st.

WANTED—Side car, Indian or Harley Davidson, 1914 or 1915. Must have Sunday eve. 1217 Haskell st.

800 Twin Harley, equip. with tandem, big lamp, presto tank, speedometer, excellent condition. Call 10019, Tribune.

1913 TWIN INDIAN motorcycle; just overhauled; \$65 cash. Box 2056, Trib.

Real Estate

LOTS FOR SALE

A LARGE building lot, 6x150, on Santa Fe ave. 1/2 mile to beach. Call 10019, Tribune.

ADMINISTRATOR'S SALE—1 lot, n. side 43rd, 165 ft. south of Grove, 38x100; make offer; must be sold; other lots. 5924 Grove, Oakland 10019, Tribune.

BROADWAY
150-CAR RESIDENCE PARK. CHEAPEST PROPERTY OF ITS KIND IN THE CITY.

Best class of improvements; ideal climate; rich deep soil; rapid transportation; no taxes. This is the best place to buy as much ground as in a city lot and for about half the price. Send for our Broad-way folder. BANCROFT & BANCROFT, 1208 Broadway, Oakland.

BARGAIN
HALF-ACRE LOT, 100x200, \$1000. Call 10019, Tribune.

A beautiful building site; close to cars and train; beautiful view; high-class improvements. Owner, Box 10174, Tribune.

BUILDERS' NOTICE—Houses sold quickly in center of Oakland; only 2 lots left; near 41st-Telegraph; cheap for cash. Box 10019, Tribune.

BARGAIN lots for builders; 44th st. nr. Telegraph, also 42nd. Owner, 2522 Gough, S. F.

COR. lot with fats; fine apt. house site; near 41st-Telegraph; 100x200 ft. or all; grammar and high schools; easy walking dist.; \$2500 down, bal. (\$6000) cash. Franklin av. East Oakland, Box 2320.

FOR SALE—\$1500 cash buys North Berkeley terrace lot; lot 8, block 28; 25x100; Richmond st. Write owner, 475 Franklin av. East Oakland, Box 2320.

LOT 40x100, west side 79th av.; price \$350; can be handled with \$225 cash. Phone owner, Piedmont 4541-J.

NOTHING DOWN—\$20 and int. per mo.; 15 min. pay; 4th and 5th ave. section; near cars; \$3000. H. C. Coffin, 837 Market st., S. F.

OWNER will sacrifice lot 50x100 on Walden; beautiful, restricted district; 15 min. pay; 4th and 5th ave. section; street work and improvements complete. Will allow terms. Box 10024, Tribune.

TWO lots for sale at a sacrifice. Phone Fruitvale 2237-V.

WILL sacrifice Northridge dist. lot, 50-ft. frontage, 325. Box 28, Tribune, S. F.

WILL sacrifice corner on Fruitvale av., 129 per foot. Box 10234, Tribune.

3 Bags of Gold

Must sacrifice 3 finest lots in Fourth Avenue Heights. Call 10019, Tribune.

JUST COMPARE THESE PRICES.

2 lots, 40x125, \$600 each.

Only 2 blocks from car line; level; good view; very desirable; no junk; but a real chance to get into money. Act quick. Box 10048, Tribune.

100 front ft. lot, street work done, on Rhoda av. near Hopkins st., for cash; bring your tires to us and have them reconditioned. Call 10019, Tribune.

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TRIBUNE FINANCIAL PAGE

May	18.11	18.77	18.06	18.11
July	18.08	18.06	12.70	12.79
October	15.22	10.28	12.83	12.91
December	12.46	12.45	12.45	12.66

FOUR TIMES WEDDED; NOW TO DIVORCE

Dr. Fred A. Steele, Hero of Matrimonial Adventure, Files Suit

Had Two Ceremonies to Insure Legality; Would Untie Knot

Four times married, and again involved in the divorce courts within a year, is the experience of Dr. Fred A. Steele, whose latest step in the matrimonial field has been to commence a suit for divorce from Harriet Martin Steele, his third wife, whom he married twice in order to make their union legal.

Dr. Steele for his part alleges that he has become "tired" of supporting his wife's family but that he is willing to effect a reconciliation with her. The couple were married for the second time on April 28, 1915, after the doctor's second wife had obtained an annulment of her marriage on the grounds that her husband had not received his final decree of divorce from his first wife at the time he married his second.

The matrimonial doctor first married Sadie Mellon, who secured an interlocutory decree of divorce from him in Santa Rosa two years ago. Before the final decree was granted, Steele went to Reno and married Sadie R. Johnston of Oakland. He said he had been advised that a Nevada marriage would be legitimate even before a final decree was granted in California. Steele and his second wife were married in September, 1914, and they separated the following January.

Dr. Steele's ignorance of the law concerning matrimony was in further evidence just before his second marriage to Miss Martin. In explanation of his taking the Fresno girl to wife while the second wife was still his legal spouse, the doctor said that after having been examined by Court Commissioner Clarence Crowell on April 15, 1915, he had received the impression that the Fresno girl was his legal wife and that he was at liberty to marry again.

The Fresno wife, who became Mrs. Steele at a second ceremony, said that she was married to the doctor at the home of her father, H. F. Martin, in Fresno, by Rev. Dr. Russell of Los Angeles, a friend of the Martin family. Steele gave his age as 46. Miss Martin was 28.

At the Fresno home of the twice-wedded bride, Mrs. H. F. Martin, mother of Mrs. Steele, No. 8, said that she understood the doctor had secured a final decree of divorce from a former wife living in Oakland.

"We know absolutely nothing of the case and think there has been some mistake," said Mrs. Charles Russell, sister of the present Mrs. Steele. "A few months ago Harriet met Dr. Steele in Oakland while visiting some friends. When she returned to Fresno they corresponded. He made a few trips south and our father, while in Oakland, called at Dr. Steele's home."

Mrs. Martin then remarked that her father had read a letter from Dr. Steele in which he wrote that he had secured his final decree from his wife.

Dr. Steele at first denied his first marriage to Miss Martin, protesting that he did not know the Martins and had not been in Fresno for a long time. Later he admitted the marriage in Fresno and proceeded to explain why he thought he had a legal right to marry Miss Martin.

Twice placed him in the position of a bigamist. He married Mrs. Johnston in Reno in September, 1914, while his first wife did not secure her final decree of divorce until April 7, 1915. He married Miss Martin in Fresno on April 28, 1915, while his second wife did not have her marriage to him annulled until nine days later.

Old Noah Could Have Tied Ark to Redwood

SAN FRANCISCO, July 1.—The great redwood forests of California are said, in an annual report of the California Redwood Association, to be the oldest living things in the world. Therefore, it is surmised that had Noah taken his cruise in the Ark in the vicinity of California he could have moored his craft to one of the trees, awaiting the waters to subside, both because of its age and enormous height.

The fact that the redwood tree is so ancient has been ascertained by recent scientific researches, which ascertain that the "General Sherman" in the Sequoia national park is approximately 10,000 years old. It might thus have been this tree to serve as the hitching post for the Ark.

It is stated that these trees confine their growth to the present littoral of California, but that the older and larger species mark what was once the coast line of the Sierra Nevada mountain range. These trees began their growth before the record of man began, it is estimated by the scientists.

Asilomar Camp Will House 500 Leaguers

Epworth League members who are going to attend the Annual Institute at Asilomar, July 10 to 17, will have an opportunity to see the surrounding country, for many trips and hikes are planned. A trip will be made to the Mission at Carmel and to Pacific Grove. A moonlight climb on the beach at Asilomar on the evening of July 14 is planned.

Representatives from nearly every county in the State will be in attendance at this institute and reservations are being made for 500 people. Many more will attend, but they will be taken care of in Pacific Grove.

Has Mania for Seeing Grass Fires; Arrested

JACKSON, July 1.—Henry Kulrolo has been arrested by Sheriff Lucot and will be charged with arson or insanity, probably the latter. He apparently has a mania for starting fires, and has been setting fires in the brush and grass at the vicinity of Jackson, and a large part of the population have been kept busy for several days past fighting fires presumed to have been started by this man. Yesterday afternoon he started a fire on the Bagaracco ranch, three miles south of Jackson, and it required over 20 men to stop the fire.

St. Patrick's to Benefit Plan Card Tourney



MISS DELPHINE CRONIN.

Musical Entertainment Is Also Arranged

Arrangements are being made for the whist tournament and musical entertainment to be given in the West Oakland auditorium on Thursday evening, July 20, for the benefit of St. Patrick's Church. A general committee of arrangements, headed by Dan J. Mullins as chairman and Miss Delphine Cronin as secretary, is engaged with the details.

German Name Taken From British Subject

TORQUAY, Eng., July 1.—That old expression, "What's in a name," is taken seriously by at least one German in this English coast resort town. He is George Cameron Bawlin Hindenburg, a German. Cameron is a genuine British-born English subject. But when he decided to conduct an orchestra before the war he concluded that it would help his reputation and business to let his hair grow and give a foreign touch to his name. Therefore, he prefixed "Herr" and added "Bawlin Hindenburg" to his name. The women began to get unpopular about the time General Hindenburg of Germany started to break into print.

Cameron hastily "scrapped" his foreign touch and resumed his former identification. But the anti-German authorities couldn't see it. Cameron narrowly escaped internment.

The House of Commons, in London, has just authorized Cameron to reclaim his rightful name—and to keep it permanently.

Freeholders Soon to Submit New Charter

LODI, July 1.—The board of freeholders elected last April to form a charter for the city of Lodi is getting near the end of its work, and it is expected that the proposed charter will be ready for the final vote of the members at the first meeting in July. In drawing the charter, the freeholders have followed closely the lines laid down in the charter of the city of Palo Alto, but a number of modifications have been made to suit the local conditions. Palo Alto is governed by a body of fifteen councilmen, while it is proposed that nine shall constitute the governing body of this city. According to the present plan, these will serve without pay.

POWDER IN SHOES AS WELL AS GUNS

Foot-Powder to Be Added to Equipment of Hospital Corps at Fort Wayne.

Under the above heading the Detroit Free Press, among other things says: "The theory is that soldiers whose feet are in good condition can walk further and faster than soldiers who have corns and bunions increased in rawhide. The Government's foot powder order is regarded as the last word in the scientific outfitting of the defenders of the flag." The English, French and Allied troops constantly make use of Allen's Foot-Powder. It takes the friction from the shoe and rests the feet. Foot Powder, shaken into the shoes of soldiers, has long been in use in the German army, and Uncle Sam's adoption of this form of treating and easing the feet, emphasizes the testimony of the millions of people who the powder who are shaking Allen's Foot-Powder, the antiseptic powder, into their shoes, and using it in the foot bath, as the only practical and lasting treatment to ease and prevent sore feet. Sold by Drug and Department stores everywhere, 25c. Sample sent FREE. Address, Allen S. Olmsted, Le Roy, N. Y., U. S. A.

FAST ELECTRIC TRAINS TO SACRAMENTO

Leave Daily Except as Noted.
7:50A S. V. Pittsburg, Sacramento, Pittsburg, Dixon, Marysville, Colusa, Orville, Chico, Observation Car.
8:50A Concord, Diablo and Way Stations.
9:50A THE COMET — Sacramento, Pittsburg, Colusa, Woodland, Carlin, Pittsburg, Concord, Sun, and Holiday.
11:50A Sacramento, Pittsburg, Chico and Way Stations.
1:30P Sacramento, Dixon, Pittsburg, Bay Point, Concord, Diablo and Way Stations.
2:30P THE METEOR — Pittsburg, Sacramento, Marysville, Orville, Chico, Colusa, Observation Car.
5:50P Pittsburg, Diablo, Way, ex. Sunday.
6:50P Sacramento, Pittsburg and Way.
OAKLAND AND EASTERN RAILWAY Depot 40th and Shafter ave. Phone Pied. 570. Call Lakeland 4447. People's Ex. Co. Check Baggage.

HOUSE IS STRIPPED

J. A. Joyce, 810 Fourteenth street, reports to the police that a house owned by him at 821 Fourteenth street was entered and stripped of fixtures and plumbing. Henry P. theory.

Squire of an acetylene gas concern at First and Webster streets, reports the continued loss of necessary tools.

TO BOOST ROAD

YREKA, July 1.—The Yreka Chamber of Commerce is planning a merchant's excursion on July 4 down the Klamath river to Happy Camp and intermediate towns, for the purpose of interesting the people along the Klamath river in the projected State highway to the coast.

AUBURN MAN MISSING

AUBURN, July 1.—Joseph King of this city has been missing from his home and place of business since Wednesday night. His parents have no idea what has become of him. King was recently acquitted of a charge of selling cocaine.

Jackson's Clay Street between 13th & 14th Oakland.

Store will be closed all day Monday and Tuesday, July 3rd and 4th.

Strictly one price no extra charge for credit

Cash will place any go-cart in your home—special this week

Pay \$1.00 week on the balance

Jackson's special for the baby

Folding go-carts with adjustable springs — an entirely new feature, practical in its simplicity. The comfort of the baby is always assured—simply adjust the springs to the weight of the baby. Easy for the mother to handle—can be folded flat and taken in the car with little effort.

Your choice of any go-cart or baby carriage in the store—all this week. Delivered to your home on payment of \$1.00 down.

\$12.50 **\$12.50**

\$27.50 **\$27.50**

Your old stove taken in exchange as part payment on the new.

Improved gas range

A quick, even baker and a gas saver—exactly as illustrated. A range that is built especially to meet coast climate and conditions. Slide oven, broiler, glass oven door, china valve handles, canopy top, with large shelf below, four burners and drip pan. Set up complete. A gas range with the Jackson guarantee.

100-pce dinner set \$12.75

Every piece decorated

A good serviceable set with a dozen pieces each, suitable for a family of twelve people. Also includes a covered butter dish and sugar, a creamer, gravy boat with tray, two platters, a baker and one bowl and covered dishes—exactly as illustrated—100 pieces for \$12.75. All delivered to your home for \$1.00 down.

\$2.85 **\$2.85**

Gas Plate—two burners. This is a handy gas hot plate. Has two burners, aluminumized frame and legs; easy to move around—can set on shelf or table.

\$2.50 **\$2.50**

Hose—25 feet of a good grade 1/2-inch rubber hose—with couplings—fully guaranteed.

\$3.75 **\$3.75**

Lawn Mower—with three 12-inch blades. Easy to handle; a good cutter.

\$35.00 **\$35.00**

Terms \$3.50 down \$3.00 month

A modern cabinet

The latest improved kitchen cabinet—combined with an extension table. Ideal for the home or the apartment. Table easily pushes back; requires floor space only when in use. No springs to get out of order—mechanically perfect. Exactly as illustrated.

A cabinet with a place for everything—will make your kitchen housework a daily pleasure. May also be had in white enamel for \$39.00.

\$4.50 **\$4.50**

Terms \$1.00 down \$1.75 month

Porch rocker

Kaltes over steel wire and fibre stake—serviceable with attractive design.

Exactly as illustrated—may be had in brown or natural finish. A comfortable rocker that will stand the wear.

DIGNIFIED CREDIT JACKSON'S CLAY ST. bet 13th & 14th OAKLAND

PORTLAND THE OCEAN WAY ONLY 26 HOURS AT SEA

THE TWIN PALACES OF THE PACIFIC S. S. GREAT NORTHERN S. S. NORTHERN PACIFIC

The fastest and most luxurious Steamships in Pacific waters

SAILINGS FROM SAN FRANCISCO

Every TUES. THURS & SAT. SAME TIME AS FAST TRAINS

Third Class, Men Only, \$7.

The S. F. & P. S. S. Co. Ticket Office 1228 Broadway. Phone Oakland 1314

S. S. BEAVER Sails 12 noon, Monday, July 3

For Portland

Via ASTORIA AND THE SCENIC COLUMBIA RIVER

Fare with Berth and Meals, First Class, \$16, \$14, \$12, According to Location.

ROUND TRIP \$25

Third Class, Men Only, \$7.

The S. F. & P. S. S. Co. Ticket Office 1228 Broadway. Phone Oakland 1314

Phone Oakland 8862 **Golden West Hotel** European Plan

A. SONNICHSEN, Proprietor.

412 Eighth Street Oakland, California

Largest and Most Complete Hotel in the City

Modern in Every Respect All Outside Rooms

Electric Lights, Baths, Hot and Cold Water in All Rooms

Fire-Proof

Furnished Rooms, Single or En Suite From \$6 to \$1.50 Per Day

Special Rates for Tourists and Permanent Roomers

Wanted: Enginemen and Trainmen for service on the A. T. & S. F. Railway

The present employees in the engine, train and yard service on the A. T. & S. F. Railway are to be called upon by their brotherhood officers for a strike vote. It is hoped that the vote on our territory will be in the negative, but it is necessary for the company to be ready.

Applications will, therefore, be received from experienced men for positions as enginemen, conductors, firemen, brakemen and switchmen, and from inexperienced men for positions as firemen and brakemen.

Applications should be made to the undersigned and should give experience, former employer, reason for leaving service and present address. These applications will be considered confidential and the applicant, if his application is approved, and his services are required, will be notified where and to whom he should report.

A. G. WELLS General Manager Los Angeles, California.